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side of the city, and be transferred by stages, hacks or private conveyances to the opposite side. This is a serious inconvenience to the traveling public, but the expense of unloading, transporting and re-loading through freights in the same manner is a still more important consideration, and one which will probably attract for the new route a greater part of the through traffic. The new roads needed to complete this chain of through communication are all making satisfactory progress. The route consists of the following roads:

the New York and New Haven Railroad, to New Haven; the new Connecticut Air Line from New Haven to Daysville, *via* Willimantic; the Norwich and Worcester road from Daysville, at which point it is intersected by the Air Line, to Worcester; the Worcester and Nashua road connecting the two cities after which it is named; and the Nashua and Rochester and the Portland and Rochester roads, the former projected, and the latter nearly finished, to Portland, Maine. From Portland the route is continued by the Portland and Kennebec and Penobscot and Kennebec to Milford, Maine, from which point the European and North American roads will complete the connection with Halifax.

Most of the roads forming this route are already in successful operation, and the remaining links will be opened to business without unnecessary delay. The Connecticut Air Line is pushing rapidly toward completion, the Portland and Rochester road will be opened before the end of the present year, while the Nashua and Rochester enterprise is in good hands, and its construction will be begun at an early day. Most of the connecting roads tributary to its business are represented in its management, and the financial condition and prospects of the company are encouraging. The European and North American enterprise is also in a prosperous condition. The section of this line lying within the State of Maine, which, with the section crossing the provinces of New Brunswick and Nova Scotia, is designed to form a continuous line from Bangor, Maine, to St. Johns and Point du Chesne, N. B., and Halifax, N. S., is progressing rapidly. The provincial section, which is built by the Government of New Brunswick and owned by the Dominion of Canada, 140 miles in length, is partially completed, and the through communication at this end of the route will soon be opened.

Besides a profitable local traffic, to which the entire section traversed is tributary, the new route will command a profitable business in through freights to and from Maine and the British provinces. The westward and southward bound traffic of the entire railroad system of Maine, which

embraces some seven hundred miles of road in operation at the present time, is now dependent for an outlet upon a single road, the Portland, Saco and Portsmouth. An unfair advantage might be taken of the monopoly thus enjoyed, by the establishment of a tariff of excessive freight rates and passenger fares upon this road, and as its carrying capacity is inadequate to the demands upon it, the competition which will follow the opening of the Portland and Rochester road for both Boston and through business will be found doubly beneficial to the business community and traveling public. It is also expected that the new route will attract a profitable business in European freights and travel. The saving of from three to four days in ocean transit between New York and Great Britain is an important item. The cost of transhipment and overland freightage will probably prevent the forwarding of heavy freights by rail, but passengers, light freights and mails, carried by the ocean steamers touching at Halifax, will doubtless take advantage of the saving of time thus effected.

Besides the new roads we have mentioned, a number of others, of greater or less importance, are building throughout the New England States. Among the most important of these is the Boston, Hartford, and Erie road, although the financial complications of the company have seriously interfered with the progress of the work and indefinitely delayed its ultimate completion. The Boston, Hartford and Erie Company was originally organized for the purpose of opening a through railroad line, by the consolidation of existing and the construction of new roads, from Boston *via* Willimantic, Hartford and Waterbury, to Fishkill on the Hudson. For this purpose provision was made for the consolidation of the Norfolk County and the Hartford, Providence and Fishkill roads with the Massachusetts lines. To complete the line from Fishkill to Boston the consolidated company were to construct a line from Mechanicsville, Conn., to Willimantic, 26 miles, and another from Waterbury, Conn., to Fishkill, in this State, both of which are now in progress. A third line of 18 miles is also to be constructed from Southbridge to Palmer, to establish a connection with the Boston and Albany road. The total length of railroad embraced in this consolidation will be about 400 miles, but the completion of the work according to the original plan has, we fear, been long delayed by the disastrous financial operations of the managers of the enterprise. The Company has not yet availed itself of the right to purchase the Hartford, Providence and Fishkill, and the Norfolk county roads, although the latter is operated under a lease as part of the main line of the Boston, Hartford and Erie road. Under a new management, the affairs of the Company are being gradually brought into better shape, and there is

American Railroad Journal.

New York Saturday, November 12, 1870.

Railroad Progress in New England.—A Through Route to Halifax.

Several important railroad enterprises, designed to furnish new and more direct connections between important points, and to bring the principal agricultural and manufacturing districts into closer communication with this market, are making satisfactory progress in the East, and the next few years will witness the addition of many important roads to the railroad system of New England. Among the most important of these new roads are those forming a series of connecting links extending from this city to Portland, Maine, by the most direct route practicable; and which, with the existing railroads in Maine, and the European and North American Railroads, now building, will constitute a new through route from this city to Halifax. The advantages of this over existing routes to Portland are that it is shorter by some sixty miles than the most direct line *via* Boston, and that the travel and traffic which it is designed to accommodate will avoid the detentions and inconveniences now incurred at the last named city. Passengers destined to points further East, or coming westward through Boston, are now required to leave the cars on one

no reasonable doubt of the ultimate completion of the consolidated through route provided for in its charter.

A number of railroads are also building in the East for the accommodation of local travel and traffic, and as connecting links between established lines. Among these may be mentioned a short road from Rutland to White River Junction, connecting the Rutland and Vermont with the Vermont Central and the Northern roads; another from Cavendish, Vt., to Bradford, N. H., extending the Concord and Clarendon road to Rutland; another from Montpelier to Wells River, connecting a bend of the Vermont Central with the junction of the Boston, Concord and Montreal and the White Mountain roads; another from Keene to Hillsboro, in New Hampshire; another from Concord to Rochester in the same State; and several others designed for the accommodation of an exclusively local business. Many others are projected, some of great importance, but their construction is still a matter of doubt and some years, at least, must elapse before they are fairly undertaken. At the beginning of the present year the railroad mileage of the six New England States was 4,301 miles. The most active interest is everywhere shown in the extension of railroad facilities in all directions, and the completion of the roads now in hand will effect many important additions to the railroad system of this section.—*N. Y. Daily Bulletin.*

Commerce of New York.

The foreign imports at New York for the month of September 1869 and 1870, are officially stated as follows:

| | 1869. | 1870. |
|-------------------------|--------------|--------------|
| Entered for consumpt'n. | \$12,988,666 | \$17,745,075 |
| Do. for warehousing | 8,840,059 | 7,748,840 |
| Free goods | 1,200,764 | 1,409,858 |
| Specie and bullion | 1,364,904 | 592,496 |

| | | |
|-------------------------|--------------|--------------|
| Total entered at port | \$24,844,393 | \$27,405,764 |
| Withdrawn fr. wareh'use | 11,121,148 | 10,732,185 |

The foreign imports at New York for the nine months from January 1, were:

| | 1869. | 1870. |
|-------------------------|---------------|---------------|
| Entered for consumpt'n. | \$122,050,107 | \$129,923,147 |
| Do. for warehousing | 102,664,623 | 98,186,652 |
| Free goods | 11,610,631 | 9,980,888 |
| Specie and bullion | 11,738,578 | 8,881,171 |

| | | |
|-------------------------|---------------|---------------|
| Total entered at port | \$248,068,089 | \$241,421,808 |
| Withdrawn fr. wareh'use | 88,966,198 | 90,935,885 |

The revenue from customs at New York for nine months from January 1, were:

| | 1869. | 1870. |
|------------------|--------------|-------|
| In Sept. | \$11,975,804 | 75 |
| Pr. eight months | 87,357,518 | 77 |

| | | |
|-------------|---------------|----|
| Nine months | \$99,333,323 | 52 |
| | \$107,435,681 | 49 |

The exports from New York to foreign ports in the month of September, were:

| | 1869. | 1870. |
|--------------------|--------------|--------------|
| Domestic produce | \$16,610,324 | \$15,157,390 |
| Foreign free goods | 16,960 | 11,451 |
| Do. dutiable | 699,880 | 923,627 |
| Specie and bullion | 1,763,171 | 4,616,856 |

| | | |
|-------------------------|--------------|--------------|
| Total exports | \$18,990,185 | \$20,709,324 |
| Do. exclusive of specie | 17,226,964 | 16,092,468 |

The exports from New York to foreign ports for nine months from January 1, were:

| | 1869. | 1870. |
|--------------------|---------------|---------------|
| Domestic produce | \$184,728,340 | \$126,422,006 |
| Foreign free goods | 255,206 | 332,895 |
| Do. dutiable | 6,222,086 | 7,777,750 |
| Specie and bullion | 20,717,628 | 48,927,983 |

| | | |
|-------------------------|---------------|---------------|
| Total exports | \$166,928,210 | \$183,460,634 |
| Do. exclusive of specie | 140,205,582 | 134,582,651 |

The Essex Company has declared a dividend of \$6 per share, payable Nov. 15.

Grand Trunk Railway of Canada. REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JUNE 30, 1870.

| | |
|---|----------|
| The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been | £704,567 |
| Deduct—ordinary working expenses (being at the rate of 69.96 per cent., against 67.59 of the corresponding half of last year) | £492,921 |
| Renewals, &c., of the permanent way and works in the half-year debited to revenue | 66,781 |
| | 559,702 |

| | |
|---|----------|
| Leaving an available balance earned in the half year of | £144,865 |
| Deduct—Loss on American currency | 7,157 |

| | |
|--|----------|
| Balance | £187,708 |
| in comparison with 116,783, at the corresponding period of 1869. | |

To this sum of 187,708, has to be added the balance carried from the net revenue account of last half-year of 1,618, making a total balance of 189,326. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of 19,722, leaving the balance of 119,604, applicable for the following payments, viz:

| | |
|---|--------|
| Interest, &c., paid on lands | £1,847 |
| On mortgage to Bank of Upper Canada | 4,423 |

| | |
|--|-------|
| On loans, bankers' balances, promissory notes, European exchange, &c. | 3,856 |
| On British American Land Company's debentures | 616 |

| | |
|---------------------------------------|-------|
| On Montreal Seminary debentures | 616 |
| On Island Pond debentures | 2,700 |

| | |
|---|---------|
| Half-yearly instalment on Portland Sinking Fund | 2,369 |
| | £15,930 |

| | |
|---|--------|
| Atlantic and St. Lawrence lease (in full) | 34,515 |
| Detroit lease (in full) | 11,250 |

| | |
|------------------------------|--------|
| Montreal and Champlain | 9,218 |
| Buffalo and Lake Huron | 22,500 |

| | |
|-----------------------------------|--------|
| 1st Equipment bond interest | 15,000 |
| 2d " " " " | 2,550 |

| | |
|---------------|--------|
| | 95,033 |
| Balance | 8,639 |

| | |
|--|----------|
| | £119,603 |
|--|----------|

Comparing this half-year with the corresponding period of 1869, there is an increase of 1,985, in the passenger receipts, and of 28,011, in the freight receipts, making a total increase in the gross receipts of 29,946. The number of passengers carried was 700,834, against 655,850, and the gross freight tonnage conveyed was 612,959, against 520,881, showing an increase in passenger traffic of 6.78 per cent., and in goods traffic of 17.67 per cent.

But the average receipt per passenger was only 6s. 5d. against 6s. 9d., and per ton of goods, only 15s. against 16s. 6d. These figures explain the reason why the receipts have not increased in the same proportion with the traffic carried, and Mr. Brydges accounts for this state of things in the following words: "As regards rates for property from the east to the west—i. e., on manufactured and imported goods, which are of course the most valuable we carry, the rates in many cases during the whole half-year were almost nominal. As compared with the half-year ending June, 1869, the rates for a very considerable period were in the proportion of 25c. per 100^t between New York or Boston and Chicago in 1870, as against \$1.00 per 100^t in 1869—that is to say, that for a considerable period of the half-year a very valuable portion of our traffic had to be carried at only 25 per cent. of the rates which were in force in the year previously. From the west the reduction was not so great, but it averaged 15 to 25 per cent., and of course upon the much

larger quantity of business moved from the west to the east, it inflicted a very serious loss indeed upon our gross receipts. Cattle rates were also largely reduced. The usual rates per car from Detroit to Buffalo are \$35 to \$40. During a large part of last half-year they were from \$10 to \$12 a car. We have carried an increased tonnage of close upon 18 per cent. in weight, and with proper and reasonable rates that increased tonnage ought to have given us at least 30,000^t more gross money than it did—all of which would, of course, have been profit. The same general statement applies to passenger traffic. Early in the season, the quarrels between the great New York lines forced a reduction in the passenger fares between Boston and Chicago from \$24 to \$18, or 25 per cent. Those rates have remained low during the whole of the busy period of the half-year ending 30th June, 1870."

It would thus appear that the company have lost during the half-year as much as 30,000^t, not of gross receipts, but of net profit, principally by the unfortunate competition which has existed between great American lines, and partly by the low prices of produce. The Fenian invasion of May and June also caused an interruption of business for a considerable length of time.

The aggregate expenses for the half-year, including renewals, amounted to 559,702, or 79.01 per cent. of the receipts, as against 79.01 per cent.; and excluding the renewals, the ordinary working expenses were 69.96 per cent. of the receipts, against 67.59 per cent. for the corresponding period of 1869. The excess expenditure of the half-year was 86,963, of which sum about 40 per cent. is chargeable to the locomotive and carriage departments, 33 per cent. to the traffic department, and the remainder to hire of rolling stock. This excess is due to extra train mileage for the greater amount of traffic carried, the engine mileage having thus been increased by 189,965 miles and the car mileage by nearly 3,000,000 of miles. The expenses of the traffic department were unavoidably increased in like manner, partly for the service of this extra mileage, but partly also by the outlay for extra watchmen and precautionary measures rendered necessary at the time of the Fenian invasion for protection of the railway. The unfavorable comparisons of the percentages of working expenses between this half-year and the corresponding half-year of 1869 are therefore due principally to the low rates and fares which have prevailed. It will be observed, on the other hand, that in the charge of maintenance there is a reduction of 2,292, arising, in spite of the extra traffic, from the improved condition of the permanent way.

The number of miles relaid with new iron in the half-year was forty-nine, the number of new ties put into the track was 29,973, and 33,886 cubic yards of ballast were laid upon 20 miles. The steel rails sent out this year are in course of being laid in the railway west of Montreal, and they will all be in the line before the winter sets in. The accounts received thus far of these steel rails are very satisfactory, and arrangements are in progress for an additional supply of 6,000 tons for next season.

The loss upon the conversion of the receipts in American currency is less than it has been since June, 1868, and there is every reason to hope, not only that this reduction will be permanent, but also that this item will disappear altogether at no distant period from the company's accounts.

The items charged as additions to capital during the half-year are fully set forth in the accounts, and explain themselves. Out of the total balance of 50,614, there is a sum of 37,833, for completion of the payment for the new engines purchased in Glasgow, and another sum of 9,190, for the balance of purchase-money of the Toronto rolling mill.

The construction of the Intercolonial is being pushed forward with vigor, the whole line being now under contract, and the progress already made leaves little doubt that portions of it will be opened next year, and the remainder by the end of 1872. The Commissioners have already adver-

ised for tenders for 40,000 tons of steel rails, and are otherwise building the railway in a substantial manner, with a view to its occupying, in connection with the Grand Trunk system, a prominent position amongst the great "through routes" between the Western States and the Atlantic Ocean.

[A table here shows the gross and net earnings from January, 1861, to June, 1870, inclusive, in mixed currency and gold, the expenditure on renewals, and the direct loss sustained by the company by the depreciation of American currency. The total of renewals amounts to 1,045,717., and of loss on American currency to 478,418.]

In pursuance of the powers conferred by a clause inserted for the purpose in the Canadian act of Parliament which was passed during the last session (for confirming the agreement with the Buffalo), the directors have entered into an agreement with the International Bridge for the lease for 999 years of their bridge and all its appurtenances, as well as for the assignment of all the tolls, rights, powers, and franchises of the company, upon payment by the Grand Trunk of an annual sum of 20,000 $\frac{1}{2}$, about 16,000 $\frac{1}{2}$, of which constitute rent, and the remaining 4,000 $\frac{1}{2}$ sinking fund for the redemption of the capital. This sum will be paid by half-yearly instalments to commence from the 1st day of January, 1872, by which date the bridge is contracted to be open for traffic. The progress already made, and which was secured by the loan of 20,000 $\frac{1}{2}$ authorized to be made to the Bridge at the meeting held in April last, is satisfactory, and the whole of the work intended to be carried out this year is in an advanced state. Upwards of 50,000 $\frac{1}{2}$ will probably be expended by the close of the present year, and the directors hope to be in a position to lay before the proprietors at the approaching half-yearly meeting the proposals for raising the Bridge capital.

The directors have to express their deep regret at the death of Mr. Morland, the late Canadian auditor, who was for many years a faithful servant to the proprietors. It appeared to the two remaining auditors that efforts should be made to procure in Canada for the last half-year's accounts the services of a gentleman of commercial eminence and independence, and accordingly, with the concurrence of the board, application was made to the Bank of British North America to permit their manager at Montreal, Mr. Hooper, to act *pro tem.* as auditor in Canada, and he writes as follows to his London colleagues:—"I have made a special audit of the Grand Trunk accounts for the half-year which ended on 30th June last. I have given an official certificate of the correctness of the accounts, and I only desire to add for your information, that I have gone through all the general books of the company here, and that every facility has been accorded me during the period of my examination and investigation by the company's officers, and all desired information and requisite assistance freely given. The books are well kept, and as closely written up as the nature of the work will permit, and the constituted checks on the accounts I consider to be well devised and efficient, and regularly observed by the officers. The system adopted of paying all liabilities by cheque on the authority of a warrant duly signed, as well as that of deposit being made direct by the company's cashiers themselves to the credit of the company with its bankers, are fundamental safeguards of a most important character. The stock books, accounts of stores, stationery, &c., accounts between departments, and the periodical returns from stations, appear to be all in order, and the various checks in regard to them well calculated to prevent irregularity."

The directors have watched the working of this half-year with anxiety, and have considered its results with the greater care, because they believe the present to be an important crisis in the history of the undertaking. They have, with the assistance and co-operation of the proprietors, done all that was possible in restoring the credit of the company, in paying off the debts and lia-

bilities by which it was embarrassed in previous years, in improving the condition of the permanent way and rolling stock, and in adding liberally to the plant and buildings. They have thus been able to perform far more than appeared to any one to be possible twelve months ago; and after concluding a permanent agreement on fair terms with the Buffalo, they hoped for a great and immediate improvement, not only in the gross receipts, but also in the net profits of the undertaking. The former they consider to be of no importance, excepting in so far as they contribute to the latter; and an increased return to the proprietors is the primary object which they have kept and will keep steadily before them. They have up to the present time experienced much disappointment. The increase in the gross receipts, as compared with the corresponding half-year of 1869, has been only 29,946 $\frac{1}{2}$; and the increase in the net receipts only 12,384 $\frac{1}{2}$. These are results very different from those which they considered themselves justified in anticipating; though they are quite as good as they were able to hope for when they found, during the half-year, the various disadvantages under which the executive in Canada were laboring. The low fares and rates which have ruled, more or less, during the half-year were dependent on competition between their rivals, on the prices of and demand for produce, and on other circumstances which were entirely beyond their own control or that of their officers; and there must sooner or later be a material improvement in this respect. The Fenian invasion, which diminished their traffic and disorganized their staff, they had no means of averting. Meanwhile, the International bridge over the Niagara river at Buffalo is steadily progressing; the Intercolonial is being rapidly constructed; the loss by discount on American currency has materially decreased, and there are other symptoms of hopeful augury for the future. The extra resources which have been supplied for rendering the route more attractive, and for increasing the traffic, have not yet had time to bear fruit. The line is being prepared in all respects for the time when paying rates and fares combined with an important increase of traffic must produce the effects to which all who are interested in it can only now look forward. Taking a calm view of its prospects as a whole, it is so far satisfactory to remember that an important advance has been made towards general improvement. The undertaking is now in a thoroughly sound and stable condition. It is entirely free from debt, and with a turning tide of reasonably paying rates and fares, there must come that measure of prosperity for which the directors have so anxiously labored, and which the proprietors have so long expected.

West Wisconsin Railroad.

On the 28th of October, the subjoined report on this railroad was posted on the Bulletin Board of the Chamber of Commerce of Chicago, Illinois:

To S. H. McGraw, Esq., President Board of Trade, Chicago:

Six: The undersigned, your delegates present at the recent celebration of the completion and opening of the West Wisconsin Railroad to the city of Eau Claire, beg leave respectfully to report: That this new line of railroad impressed your delegates as being of very great importance to this city—important to a degree not hitherto appreciated by our citizens generally. The line extending from Tomah, on the La Crosse Division of the Milwaukee and St. Paul Railroad, to St. Paul—is a link of about 160 miles, in an almost air line, between this city and St. Paul, and, with the completion of the Chicago and North-Western Railroad from Madison to Tomah, gives a direct line hence to St. Paul, about 100 miles shorter than any present or projected route. The Chippewa Valley, through which the West Wisconsin Railroad runs, is rich in agricultural resources, and also the centre of an enormous lumbering interest; and, while this section of country has hitherto been greatly isolated from intercourse

with the general commercial world, the opening of this new means of traffic should largely turn its valuable trade to our benefit, and we are persuaded that a reasonable amount of effort will secure to us a large business, profitable alike to us and to the residents of that portion of Wisconsin.

Your delegates cannot close their report without acknowledging the very kind and hospitable manner in which they were received and entertained by the people of Eau Claire, and also to the Chicago and North Western Railroad and the Milwaukee and St. Paul Railroad Companies, for their kindly extended courtesies.

And, in conclusion, we beg leave respectfully to submit for adoption by the Board of Trade the accompanying resolutions, as expressive of the sense of this board touching the enterprise, the partial completion of which gave rise to our visit, as your representatives to Eau Claire.

Regretting the delay that has occurred in presenting this report, which has been occasioned by the necessary absence from the city of one of the undersigned, we are very respectfully,

W. E. RICHARDSON,
S. T. WEBSTER,
Delegates.

The following resolutions were duly passed by the Chamber:

WHEREAS, This board has learned of the completion of another link in the line of the West Wisconsin Railroad, opening it to traffic from Tomah to Eau Claire—more than one-half its entire length—and are gratified to learn that the remainder is being rapidly pushed to completion, the whole line being expected to be in operation during 1871; and,

WHEREAS, We regard the completion of this line, with its connections, as one of the first importance, not only to that portion of Wisconsin through which it passes, but also to the northern portion of Minnesota and the great Northwest beyond, as well as the City of Chicago, shortening, as it will, the route between us and the City of St. Paul by about 100 miles, and forming almost an air line, in connection with the Chicago and North Western Railroad; therefore,

Resolved, That to the enterprising projectors of this line the thanks of the business men of this city are especially due for the perseverance and vigor they have displayed in pressing forward their undertaking thus far, and, in view of the important advantages to result therefrom, we respectfully urge them to use proper means to ensure the early completion of the entire work.

Resolved, That the substantial basis upon which the enterprise rests, and the liberal aid secured to it from the State of Wisconsin, as well as its prospective large and valuable trade to be transacted through the medium of the West Wisconsin Railroad, we respectfully suggest to the management of the Chicago and North Western Railroad Company the necessity of completing the line of their road from Madison to Tomah without delay.

The West Wisconsin is a land grant road, having 6,400 acres to the mile. The company issues sterling bonds to the amount of £800,000, with interest at 7 per cent., payable in gold. The bonds are a first mortgage upon the road and lands, and are due in fifteen years after issuance. The committee, in their report, did not state that the road is run by the Milwaukee and St. Paul Railroad, for half the gross receipts; but, while such an arrangement exists, the Chicago and North Western Railroad may not be eager to complete the connection between Madison and Tomah, Wis., the road under their control, immediate self interest would dictate the course recommended by the committee.

Resolved, EMMONS RAYMOND, Esq., of Boston, has been elected President of the Connecticut and Passumpsic Rivers Railroad Company in place of Hon. Henry Keyes, deceased.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Nov. 8th, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

108,598.—Spark Catcher and Consumer, Darwin Beach, Oskosh, Wis.

108,982.—Valve Gear for Locomotives and other steam Engines, William B. Doddrige, Hebron, Ind.

108,980.—Screw Spike for Railroads, Alpheus C. Dunn and Isaac L. Dunn, New York, N. Y.

108,987.—Lock Nut, Philip Dyer Jr., Abram Parker and William B. Way, Pontiac, Mich.

108,990.—Piston Packing, John Gates, Portland, Oregon.

109,001.—Laterally sliding Throttle Valve, William Glass, Brooklyn, N. Y.

109,018.—Composition for coating bearings, Peter J. Kelley, New York, N. Y.

109,020.—Dumping Car, Sidney D. King, Middletown, N. Y., assignor to himself and James M. Welch, Bradford, Pa.

109,058.—Balance Slide Valve, Alex. K. Rider, New York, N. Y., assignor to himself, Cornelius H. Delameter and George H. Reynolds, same place.

109,086.—Steam Gauge and Safety Valve, Isaac N. Whittlesey, Mount Vernon, Ind.

109,119.—Railway Sleeping Car, Joseph S. DuBois, St. Louis, Mo., assignor to himself and Thomas Dorwin, Leavenworth, Kansas.

109,141.—Railway Switch, John Miner and Silas Merrick, New Brighton, Pa.

109,143.—Railroad Car Stove, John Oliphant, Spring Hill Furnace, Pa.

109,159.—Journal Box for Cars, Ernest Von Jemsen, Omaha, Nebraska.

Detroit and Milwaukee Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, compare as follows:

| | 1868. | 1869. |
|------------------------|----------------|----------------|
| From passengers..... | \$704,477 68 | \$694,251 49 |
| " freight & live stock | 864,281 92 | 871,281 80 |
| " mails and sundries | 50,828 36 | 46,934 89 |
| " rents..... | 4,697 23 | 3,150 09 |
| " Lake steamers ... | 98,858 58 | ..... |
| | \$1,718,098 72 | \$1,615,618 27 |

| Expenses, viz: | | |
|--------------------------|----------------|--------------|
| Maintenance of way..... | \$302,044 69 | \$285,684 67 |
| Locomotive power..... | 205,803 10 | 193,041 81 |
| Cars..... | 76,987 52 | 89,104 78 |
| Passenger traffic..... | 95,725 08 | 84,522 96 |
| Freight traffic..... | 143,088 30 | 155,075 65 |
| General charges..... | 39,827 27 | 44,538 46 |
| Taxes and insurance..... | 56,787 96 | 57,882 98 |
| Lake steamers..... | 93,427 14 | ..... |
| | \$1,018,636 06 | \$949,351 26 |

| | | |
|--------------------------------|--------------|--------------|
| Net earnings..... | \$704,457 66 | \$666,267 01 |
| Add balance Dec. 31, 1868..... | 108,429 61 | ..... |

\$769,696 62

From this amount deduct—

| | |
|-----------------------------|--------------|
| Interest on bonds..... | \$498,983 21 |
| Commerc'l Bank of Canada | 20,000 00 |
| Divid'd on prefer'ce shares | 116,650 00 |

\$65,638 21

| | |
|-----------------------------------|--------------|
| Balance carried to next year..... | \$104,063 41 |
|-----------------------------------|--------------|

It will be observed in the above account that

the "Lake steamer account" is omitted in 1869, the steam ferry-boats having passed into other hands. Comparing the earnings, exclusive of Ferry account, those for 1869 are less than those for 1868 by \$8,616 87. The expenses, also excluding the Ferry account, were greater by \$29,143 34. The falling off in the net earnings of the road in 1869 was therefore \$87,759 21. The working expenses in 1869 were 55.20 per cent. of the gross receipts, being 2.04 per cent. more than the rate in 1868. This increase is chiefly due to the large renewals of way effected during the year.

The Detroit and Milwaukee Railroad is virtually an extension of the Great Western Railway of Canada across the Peninsula of Michigan, and leased and operated by that company. Its termini are Detroit and Grand Haven, distant from each other 189 miles. At Grand Haven it connects with steamers on Lake Michigan sailing regularly for Milwaukee, a distance of 85 miles. These steamers were formerly owned by the company, but are now, as before stated, owned and operated by a distinct organization. In relation to this change and other matters the official report says:

In the report for the year 1868, the Directors stated the loss of the steamship "Milwaukee," one of the Company's ferry steamers on Lake Michigan, and mentioned that they had adopted new arrangements for the transfer of freight and passengers across that lake. These arrangements have been consummated, and the business is now performed by Mr. Nathan Engelmann, of Milwaukee, in a manner satisfactory to the public and the company. The steamer "Detroit," the consort of the "Milwaukee," in the transit service, has been sold, and the proceeds credited to capital account.

The event of the year in the company's history has been the change of the terminus at Grand Haven, from the west to the east side of the Grand River. For several years past the company has experienced much inconvenience from the shifting of the sand dunes, at the base of which its track was laid to the harbor at Grand Haven, involving a large current expenditure in clearing the track from sand. In the early part of 1868, a strong desire was manifested by the freemen of the city of Grand Haven, which lies wholly on the east side of the river, to have the line changed, so as to cross the Grand River at Ferrysburg, nearly two miles from its terminus, and run directly into the city, and such aid and facilities were proffered that the directors did not hesitate to accept and act upon them. The new line has been made; an iron swing bridge has been erected across the channel; about twelve acres of land, securing an extensive front on the river, obtained in fee; the station house completed, and the freight warehouse, engine house and other necessary buildings commenced. The sum of \$183,236 49 has been expended. It is estimated that \$47,000 will be required to finish the work. The city of Grand Haven contributes \$53,000 in its bonds towards the cost.

In order to realize the benefits of the uniform gauge afforded by the Great Western "third rail," a new freight line called "The Milwaukee Line," was organized last May, each company between Grand Haven and New York contributing a certain number of box cars, specially lettered, and the success of the line is fully established, the demand for cars being in excess of the supply.

The Kalamazoo and Grand Rapids Railroad was opened for traffic between those places on 17th March, 1869, giving a new route to the east and west, and to a certain extent competing with us by opening up new markets; but notwithstanding this fact, our passenger earnings at Grand Rapids show, for the year, an increase. In the beginning of the present year three new lines have been opened near us:—the Grand River Valley Rail-

road, from Grand Rapids to Jackson; the Ionia and Lansing Railroad, from Ionia to Lansing; and the Michigan Lake Shore Railroad, from Ferrysburg to Muskegon; the two former roads being competitors to us, while the latter will be a feeder to this company.

The company's rolling stock consists of 34 locomotives and 578 cars, of the latter 30 are first class passenger, 21 mail and baggage, 337 box freight, 187 flat freight, and 3 other cars. The number of miles run by trains was in 1868, 600,918 and in 1869, 614,243; passengers carried in 1868, 431,632 and in 1869, 447,041; and tons of freight carried in 1868, 286,981 and in 1869, 317,115.

The capital account at the close of 1869 stood as shown in the following exhibit:

| | |
|--|----------------|
| Ordinary stock | \$452,350 00 |
| Preference shares 11,900 at \$50 | 2,095,000 00 |
| Oakland and Ottawa R. R. sterling 6s, 1873 | 150,886 75 |
| Oakland and Ottawa R. R. dollar 6s, 1879 | 51,000 00 |
| Detroit and Pontiac R. R. 7s, 1871.. | 150,000 00 |
| " " 7s, 1878.. | 100,000 00 |
| " " 8s, 1886.. | 250,000 00 |
| Detr. & Mil. R.R. 1st m. 7s, 1875... | 2,500,000 00 |
| " " 2d m. 8s, 1875... | 1,000,000 00 |
| " " 1st Funded Cou- pons 7s, 1875 | 628,525 00 |
| Detr. & Mil. R. R. 2d Funded Cou- pons 7s, 1875 | 377,115 00 |
| Detroit River Front mortgages..... | 55,901 67 |
| Shops property bonds..... | 50,000 00 |
| Sinking fund bonds of June 30, 1866 | 1,861,639 33 |
| Balance carried to income account. | 139,940 68 |
| | \$9,862,388 43 |
| Cost of property..... | \$9,722,897 75 |
| Expenditures for proper- ty in 1869 | \$72,808 84 |
| General charges..... | 6,983 06 |
| Grand Haven terminus... | 80,236 49 |
| Freight loss on Lake..... | 717 00 |
| Detroit fire of April 26, '66 | 2,939 58 |
| | \$162,784 97 |
| Deduct sale of Steamer " Detroit" | 22,844 29 |
| | \$9,862,388 43 |

The actual cost of road, rolling stock, &c., including payments from net revenue, amounted at date to \$11,467,220.

President.—CHARLES C. TROWBRIDGE.

Vice President.—JOSEPH PRICE.

Directors.—Charles C. Trowbridge, Joseph Price, Henry N. Walker, Edmund A. Brush, Christian H. Buhl, Donald McInnes, James Hamilton, Amilius Irving, Hugh Allan.

Gen'l Superintendent.—THOMAS BELL.

Secretary.—JAMES H. MUIR.

New York Agents.—M. K. JESUP & Co.

At a meeting of the stockholders of the Indianapolis, Cincinnati and Lafayette Railroad Company in Cincinnati, on the 7th inst., the following gentlemen were unanimously elected directors: M. E. Ingalls, Wm. P. Harris, and Thomas H. Perkins of Boston; John S. Kennedy, George Bliss and William A. Booth of New York; W. A. Rockwood of Indianapolis; A. B. Lewis of Lawrenceburg, and W. N. Smith of Cincinnati. M. E. Ingalls was elected President *pro tem.*, and A. Worth Secretary. An investigation into the history and workings of the company from the beginning was ordered, and W. S. Groesbeck and Arron F. Perry were appointed an advisory com-

mittee on the part of the stockholders to aid in the investigation.

Mobile and Montgomery Railroad.

The receipts from operations of this road for the years ending April 30, 1869 and 1870, were as follows:

| | 1869. | 1870. |
|---------------------|--------------------|--------------------|
| From passengers | \$165,420 49 | \$227,528 27 |
| " freight | 216,652 62 | 304,692 51 |
| " express | 14,867 42 | 21,545 49 |
| " Governm't transp. | 20,000 00 | 2,974 01 |
| " mails | 18,600 00 | 18,600 00 |
| " incidentals | 10,881 26 | 4,342 20 |
| | <hr/> \$444,921 79 | <hr/> \$579,682 48 |
| Expenses, viz: | | |
| Conducting transp. | \$97,061 22 | \$120,478 41 |
| Motive power | 80,044 80 | 108,670 56 |
| Maintenance of way | 106,732 06 | 158,169 72 |
| Maintenance of cars | 80,731 22 | 44,246 41 |
| Steamboat expenses | 29,525 58 | 39,187 98 |
| Taxes | 4,021 44 | 21,678 49 |
| | <hr/> \$348,116 82 | <hr/> \$492,581 52 |
| Net receipts | <hr/> \$96,805 47 | <hr/> \$87,150 96 |

It will be seen that the gross receipts were \$579,682 48—an increase over those of the previous year of \$132,760 69, or about 23 per cent. The total operating expenses were \$426,876 99; and the receipts over and above operating expenses, \$153,005 49. From this should be deducted the sum of \$44,176 04 expended for 679 tons of new rails, and \$21,678 49 for taxes—leaving the net amount, as above, \$87,150 96. The ordinary operating expenses have been 78.64, and the total expenses about 85 per cent. of the gross receipts. This result produces no dividends for the stockholders, but provides ample for the interest of the indebtedness of the company. The President in his report says:

The net earnings for the year ending April 30, 1870, as shown by the report of the Superintendent, provides for the purchase of 679 tons of new rails; for the payment of interest on the outstanding debts of every description upon which it had to be paid up to the close of the fiscal year; and leaving a balance of \$2,181 04 due to preferred stock, which is placed on the books of the company, to the credit of that account, the sum being too small to make a dividend. It assumes the character of a special fund, borrowed from the preferred stockholder, and it is hoped the net earnings of the coming year will so add to it as to enable us by June 1st, 1871, to declare a dividend on this class of the capital stock.

Upon reference to the condensed general statement of the condition of the company, which accompanies this report, it will be seen, comparing it with the statement of last year, that a large amount of the debt then outstanding in the name of the old companies has been arranged.

There was then outstanding in the name of the Alabama and Florida Railroad Co. \$609,810 57 Mobile and Great Northern Railroad Company. 72,089 16

Making total. \$681,849 73
There is now outstanding in the name of the Alabama and Florida Railroad Company. \$126,800 00
Mobile and Great Northern Railroad Company. 27,000 00

Total now outstanding. \$153,800 00
Of the debts due by the Alabama and Florida Railroad Company \$58,800 is on second and third mortgage bonds, that have never been presented, and the holders are unknown to the company. They will no doubt come in during the year.

The remainder of the debt is for the first mortgage bonds of the Mobile and Great Northern

Railroad Company, and the bonds of the Alabama and Florida Railroad Company, endorsed by the directors of said company. As the terms for settling this indebtedness have been agreed upon, it is probable that by the end of the year, there will be no debt outstanding in the name of the old companies.

The first mortgage bonds of the Mobile and Montgomery R.R. Co., issued in 1868 for \$1,250,000 Have been used to the amount of. 894,000

Leaving in hand. \$356,000

Which could have been sold, but it was deemed advisable not to do so, for or looking into the badly worn condition of the iron, especially through the Prairie, the immediate necessity for purchasing a large amount to relay the track, and the pressing want of more engines and cars to do the work required of the road, and of increased freight houses at Montgomery, satisfied the board, that the proceeds of the bonds remaining on hand would not meet these demands; and, as it had further become necessary to extend the road into the city of Mobile, to preserve its position against projected competing lines, and as the only means of doing all this, the Board directed that application should be made to the Legislature for the necessary aid.

A bill was prepared and placed before the Legislature, passed and approved by the Governor on the 25th February, 1870, authorizing the endorsement by the State of the first mortgage bonds of the company for \$2,500,000; \$1,000,000 to be used in paying off the mortgage and judgment liens on the road; \$500,000 for repairs and improvement of the road between Montgomery and Tensas, and increase of outfit and equipment; and the remaining \$1,000,000 for extending the road from Tensas to the city of Mobile.

The bonds have been prepared, dated April 25th, 1870; are payable May 1st, 1900, with interest at the rate of 8 per cent. per annum, payable semi-annually from May 1st, 1870.

All the necessary arrangements are being made to comply with the provisions of the Act of the Legislature, and the Board have every reason to expect that by the first of August next, they will be complied with, and the company be in possession of the endorsed bonds, so as to be enabled to have the contractors at work on the extension of the road from Tensas to Mobile.

Contracts have been made for 2,000 tons of rails to be delivered in June, July and August, for repairs of the road between Montgomery and Tensas, for six locomotives and 110 new freight cars, and by the first of November the road will be in a better working condition than at any time in its history; and, for the first time, with an outfit and equipment sufficient to do the work required of it.

The company was most fortunate in procuring the aid of the State, and we feel satisfied that in giving the aid, the State has run no risk. The bonds to be endorsed by the State will be a first and only lien on the road, outfit and equipment, which will have cost the company, when the road is completed to the city of Mobile \$5,600,000, a fraction over \$80,000 per mile. The State being responsible for only \$2,500,000, about \$13,700 per mile, it must be perfectly safe, if railroad property in the State is to have any value. Our road, when completed, will have a very strong position, and will be made doubly so by the completion of the road from New Orleans, as we must have very large increase in our through travel from that direction, and the completion of the South and North Alabama Railroad, now rapidly progressing, and which will no doubt be opened to Elyton by the close of the year, and Decatur by the time our road is finished to Mobile, will give us a connection with the iron and coal fields of the State, and make your road a part of the shortest line from the Gulf to Nashville and Louisville.

The thorough repair and improvement of the Montgomery and West Point Railroad, so as to make it a first-class road, giving to it a better chance for the travel to and from the East and North, must largely increase the business of this

road, and within three years the Board hope to see the stock of the company, both preferred and common, placed permanently on the list of dividend paying railroad stocks.

At the date of the report, April 30, 1870, the company had 24 locomotives, 6 first-class and 5 second-class passenger, 3 baggage and mail, 3 express, 12 freight, 106 box, 46 platform, 6 ditching 6 wood, 6 shanty, 41 pole, and 4 crank cars.

The financial condition of the company, April 30, 1870, was as follows:

LIABILITIES.

| | |
|--|----------------|
| Capital stock: | |
| Capital common stock | \$1,139,900 00 |
| Ala. & Fla. R. R. Co. common stock unexchanged | 90,400 00 |
| M. & G. N. R. R. Co. common stock unexchanged | 32,300 00 |
| | <hr/> |
| Total common stock | \$1,262,600 00 |
| Preferred capital stock | 1,780,300 00 |
| | <hr/> |
| Bonded debt, secured by mortgage on road: | |
| First mortgage bonds M. & M. R. R. | \$894,000 00 |
| First mort. bonds Ala. & Fla. R. R. | 3,500 00 |
| Second mort. bonds, ditto. | 34,500 00 |
| Third mort. bonds, ditto. | 27,500 00 |
| " " M. & G. N. R. R. | 27,000 00 |
| | <hr/> |
| Bonded debt, not secured by mort. | |
| Income b'ds Ala. & Fla. R. R. | \$7,300 00 |
| Bonds endorsed by Directors of Ala. & Fla. R. R. Co. | 54,000 00 |
| | <hr/> |
| Total | 61,300 00 |
| | <hr/> |
| Floating debt: | |
| Bills payable | \$153,617 88 |
| Due on open account | 309,466 50 |
| Net income, due, preferred stock | 2,182 04 |
| | <hr/> |
| Total | 465,266 42 |
| | <hr/> |
| Total | \$4,535,966 42 |

ASSETS.

| | |
|--|----------------|
| Cost of 164 miles road-bed, with all appurtenances thereto, from Montgomery, Alabama, to Tensas | \$3,596,166 02 |
| 242 passenger and freight cars | 188,895 00 |
| 25 locomotives | 271,487 10 |
| Steamboats St. Elmo and Sumter | 50,000 00 |
| Machine shop tools and materials on hand | 51,046 37 |
| Car shop tools and materials on hand | 27,562 36 |
| Roadway tools & materials on hand | 26,592 80 |
| Depot buildings at Montgomery, and on line of road, machine and car shop at Montgomery and Pollard, and section houses | 128,341 60 |
| Cash on hand | 8,991 90 |
| Due company on open account | 188,898 27 |
| | <hr/> |
| Total | \$4,535,966 42 |

President.—CHARLES T. POLLARD.

Chief Eng. & Gen'l Sup't.—G. JORDAN

Auditor.—GEO. C. BALL.

The officers of the Mercantile Loan and Warehouse Company, as at present organized, are: Thomas U. Smith, president; Henry G. Marquand, first vice-president; A. B. Miller, second vice-president; Elbert B. Monroe, treasurer; Campbell H. Young, assistant treasurer; William L. Ely, secretary; William H. Miller, superintendent of the safe deposit department. Office Equitable Buildings, cor. Cedar street and Broadway.

Articles of Association of the West Troy and Green Island Railroad Company, were filed on the 15th ult. Length of road two miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | |
|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|-------------------------|-------------------|------------------------|-----------------------------------|-----------------------------|-------------------|------------------------|-----|
| Albany & Susquehanna...100 | 61,774,824 | J. & J. | Jul. '69 8 | Hartford and New Haven...100 | 3,300,000 | J. A. J. & O. | Oct. '70 3 | Portl., Saco & Portsmouth...100 | \$1,500,000 | J. & D. | Jan. '70 3 | |
| American Central.....100 | 800,000 | J. & J. | July '70 4 | Hannibal and St. Joseph...100 | 3,600,000 | Do. | Aug. '70 4 | Providence & Worcester...100 | 1,800,000 | J. & J. | July '70 5 | |
| Atlanta and West Point...100 | 1,222,200 | J. & J. | July '70 4 | Do. pref...100 | 6,233,830 | Do. | Aug. '70 4 | Raleigh and Gaston..... | 3,000,000 | A. & O. | Oct. '70 3 | |
| Atlantic & N. Carolina...100 | 5,545,225 | Do. | Do. | Hanover Branch, Pa....50 | 116,850 | M. & N. | Nov. '70 5 | Rensselaer and Saratoga...100 | 2,000,000 | Do. | Do. | |
| Atlantic & Gt. Western...50 | 36,870,920 | Do. | Do. | Houston...100 | 820,000 | Do. | Do. | Richmond and Danville...100 | 847,100 | Do. | Do. | |
| " " pref...50 | 1,919,000 | Do. | Do. | " pref...100 | 1,180,000 | J. & J. | July '70 4 | Richmond and Petersburg...100 | 1,041,800 | Do. | Do. | |
| Atlantic & St. Lawrence...100 | 2,394,900 | M. & S. | Sep. '70 2 | Huntingdon & B'd Top...60 | 494,350 | J. & J. | Do. | Rockport...100 | 88,400 | Do. | Do. | |
| Augusta and Savannah...100 | 733,700 | J. & J. | Jan. '70 3 | " " pref...50 | 190,750 | J. & J. | Do. | Rome, Water, and Og'n'b...100 | 2,400,000 | J. & J. | July '70 6 | |
| Baltimore and Ohio...100 | 16,152,922 | A. & O. | Oct. '70 4 | Illinois Central...100 | 26,278,710 | F. & A. | Aug. '70 4 | Rutland preferred...100 | 100 | F. & A. | Aug. '69 3 | |
| Do. Washington Br...100 | 2,666,000 | A. & O. | Oct. '70 4 | Indianapolis, Cin., & Lafay...100 | 6,185,897 | M. & S. | Sep. '70 4 | St. L., Alt. and T. Haute...100 | 2,300,000 | Do. | Do. | |
| Baltimore City Passenger...100 | 670,000 | F. & A. | Aug. '70 3 | Jefferson, Mad. & Ind...100 | 2,000,000 | J. & J. | Jan. '69 5 | Seaboard and Roanoke...100 | 1,469,429 | Annual. | June '70 7 | |
| Bay de Noquet & Marq...100 | 1,250,000 | A. & O. | Appl. '68 2 | Joliet and Chicago...100 | 1,500,000 | J. A. J. & O. | Oct. '70 13 | St. L., Jack'n, and Ohio...100 | 1,469,429 | Do. | Do. | |
| Belvidere Delaware...100 | 996,250 | Do. | Do. | Lake Shore & Mich. So...100 | 35,000,000 | F. & A. | Aug. '70 4 | Sandusky and Cincinnati...100 | 2,089,000 | M. & N. | Nov. '70 3 | |
| Berkshire...100 | 600,000 | J. A. J. & O. | Oct. '70 0 | Lackawanna & Bloomsb...100 | 1,335,000 | F. & A. | Aug. '70 4 | Sandusky and Newark...100 | 901,841 | Do. | Do. | |
| Bloomsburg & Corning...50 | 250,000 | J. & D. | Jun. '69 2 | Leeds and Farmington...100 | 100 | J. & J. | Jan. '70 2 | Savannah and Charleston...100 | 1,000,000 | Do. | Do. | |
| Boston and Albany...100 | 18,725,100 | J. & J. | July '70 5 | Lehigh and Mahanoy...100 | 2,158,566 | J. & J. | Jan. '70 2 | Schuylkill and Susquehna...100 | 1,269,150 | J. & J. | July '70 3 | |
| Boston and Chelsea...100 | 110,000 | A. & O. | Oct. '70 4 | Lehigh Valley...100 | 6,730,800 | M. & N. | M'y. '67 5 | Second and Third St. (Ph.)...100 | 208,757 | J. & J. | July '70 3 | |
| Boston, Concord & Mont...100 | 459,600 | J. & D. | Do. | Lehigh Luserne...100 | 10,731,400 | J. A. J. & O. | Oct. '70 24 | Schuylkill Valley...100 | 576,050 | J. & J. | Jul. '70 24 | |
| Do. do. pref...100 | 1,340,400 | M. & N. | Oct. '70 0 | Little Miami...100 | 3,572,400 | J. & J. | Jan. '69 4 | Seaboard and Roanoke...100 | 868,200 | M. & N. | Nov. '70 4 | |
| Boston and Lowell...100 | 500 | 1,891,500 | J. & J. | July '70 4 | Little Schuylkill...100 | 2,846,100 | J. & J. | July '70 3 | Second Avenue (N. Y.)...100 | 670,000 | Do. | Do. |
| Boston and Maine...100 | 1,676,974 | J. & J. | July '70 5 | Long Island...100 | 90,000 | J. & J. | Do. | 17th & 19th Streets (Ph.)...100 | 130,000 | J. & J. | July '70 2 | |
| Boston and Providence...100 | 3,260,000 | J. & J. | July '70 5 | Lomb and South St. (Ph.)...100 | 1,876,915 | F. & A. | Aug. '70 4 | Shamokin and Pottsville...100 | 869,450 | F. & A. | Aug. '70 3 | |
| Broadway (South Boston)...50 | 400,000 | J. A. J. & O. | Oct. '70 2 | Maine Central...100 | 1,611,500 | F. & A. | Aug. '70 4 | Shore Line...100 | 1,100 | J. & J. | May '70 | |
| Broadwy & 7th Av. (N. Y.)...100 | 2,160,000 | J. & D. | Jun. '70 3 | Manchester & Lawrence...100 | 1,000,000 | M. & N. | Nov. '70 6 | Sixth Avenue (N. Y.)...100 | 750,000 | M. & N. | Nov. '70 3 | |
| Brooklyn City...100 | 1,000,000 | F. M. A. N. | Nov. '70 0 | Marietta & Cincinnati...100 | 3,029,778 | F. & A. | Aug. '70 3 | Somerville...100 | 75,000 | Do. | Do. | |
| Brooklyn City & New'ln...100 | 399,800 | J. & J. | July '70 24 | Summit Branch...100 | 100 | J. & J. | Do. | Stockbridge & Pittsfield...100 | 448,700 | Do. | Do. | |
| Buffalo, Bradford & Pitts...100 | 1,100,000 | J. & D. | Jun. '70 3 | Taunton Branch...100 | 100 | J. & J. | Do. | Troy and Bingham, and N. Y. 100 | 1,314,130 | F. & A. | Aug. '70 3 | |
| Bull, New York & Erie...100 | 950,000 | M. & N. | Nov. '70 3 | Troy and Greenbush...100 | 100 | J. & J. | Do. | Troy and Greenbush...100 | 260,000 | J. & D. | Jun. '70 4 | |
| Buffalo and Erie...100 | 5,000,000 | F. & A. | Aug. '70 4 | Troy and Greenbush...100 | 100 | J. & J. | Do. | Tennessee and Alabama...100 | 595,922 | Do. | Do. | |
| Cambridge Horse (Boat'n)...100 | 727,900 | A. & O. | Oct. '70 4 | Lowell and Lawrence...100 | 2,800,000 | J. & J. | Aug. '70 4 | Terre Haute and Indiana...100 | 1,983,150 | J. & J. | July '70 6 | |
| Camden and Amboy...100 | 5,000,000 | F. & A. | Aug. '70 4 | Lowell Horse...100 | 100 | J. & J. | Jan. '70 3 | Third Avenue (N. Y.)...100 | 1,750,000 | J. & J. | July '70 3 | |
| Camden and Atlantic, pref. 50 | 380,000 | J. & J. | Do. | Macon and Western...100 | 2,000,000 | J. & J. | July '70 5 | Thirteenth and Fif. (Ph.)...100 | 50 | J. & J. | July '70 3 | |
| Camden & Burlington Co. 100 | 321,920 | F. M. A. N. | Nov. '70 0 | Maine Central...100 | 1,611,500 | F. & A. | Aug. '70 4 | Tol., Peoria and Warsaw...100 | 2,700,000 | J. & J. | January, 1870, 114 | |
| Cape Cod...100 | 60 | J. & J. | July '70 5 | Manchester & Lawrence...100 | 1,000,000 | M. & N. | Nov. '70 6 | Tol., Peoria and Warsaw...100 | 1,700,000 | J. & J. | January, 1870, 114 | |
| Cape May and Millville...50 | 1,447,000 | J. & D. | Jun. '70 3 | Marietta & Cincinnati...100 | 3,029,778 | F. & A. | Aug. '70 3 | Tol., Wabash and West...100 | 11,300,000 | J. & J. | January, 1870, 114 | |
| Catrawissa, pref...100 | 1,150,000 | M. & N. | Nov. '70 3 | Summit Branch...100 | 100 | J. & J. | Do. | Troy and Boston...100 | 607,111 | M. & N. | May '70 3 | |
| Catrawissa, pref...100 | 2,200,000 | J. & J. | Do. | Troy and Greenbush...100 | 100 | J. & J. | Do. | Troy and Greenbush...100 | 274,400 | J. & D. | Jun. '70 3 | |
| Cayuga & Susquehanna...100 | 849,110 | J. & J. | July '70 4 | Union Transport'n (Boa.)...100 | 100 | M. & N. | Nov. '70 4 | Union Transport'n (Boa.)...100 | 200,000 | M. & N. | Nov. '70 4 | |
| Cedar Rapids & Mo. pref. 100 | 785,000 | M. & N. | Nov. '70 3 | Memphis and Charleston...100 | 5,812,725 | M. & S. | June '69 3 | Union (Phila.)...100 | 291,475 | J. & J. | July '70 3 | |
| Central of Georgia...100 | 4,656,800 | J. & J. | July '70 4 | Memphis and Ohio...100 | 100 | J. & J. | Do. | Utica and Black River...100 | 824,400 | J. & J. | July '70 3 | |
| Central of New Jersey...100 | 15,000,000 | J. & J. | July '70 4 | Metropolitan (Boston)...100 | 1,250,000 | J. & J. | July '70 4 | Vermont Central...100 | 5,000,000 | J. & J. | Dec. '70 4 | |
| Central Ohio...100 | 2,800,000 | J. & D. | Jun. '70 1 | Michigan Central...100 | 11,197,348 | J. & J. | July '70 4 | Vermont and Massachusetts...100 | 2,800,000 | J. & J. | July '70 0 | |
| Do. pref...100 | 400,000 | J. & D. | Jun. '70 3 | Middlesex (Boston)...100 | 400,000 | J. & D. | Oct. '70 4 | Vicksburg and Meridian...100 | 267,400 | J. & J. | July '70 0 | |
| Cen. Park, N. & E. River...100 | 970,000 | J. A. J. & O. | Oct. '61 24 | Mill Creek and Minehill...100 | 50 | J. & J. | Jan. '70 5 | Virginia Central...100 | 3,856,679 | M. & N. | May '70 3 | |
| Chehaw, pref...100 | 380,000 | J. & J. | Do. | Millville and Glassboro...100 | 405,020 | F. & A. | Feb. '70 5 | Virginia and Tennessee...100 | 3,500,300 | Do. | Do. | |
| Chicago and Alton...100 | 2,017,826 | M. & S. | Sept. '70 5 | Milw. & St. Paul...100 | 100 | J. & J. | Feb. 1870 | Western Union...100 | 2,707,623 | F. & A. | Aug. '70 5 | |
| Chicago, Burl. & Quincy...100 | 18,928,020 | M. & S. | Mar. '70 5 | Milw. & St. Paul...100 | 7,665,104 | F. & A. | Feb. 1870 | West Jersey...100 | 1,209,000 | F. & A. | July '70 5 | |
| Chicago, Iowa & Nebras...100 | 2,425,400 | M. & S. | Sept. '70 5 | M. Hill & Schuylkill Haven...100 | 8,775,600 | J. & J. | Jul. '70 5 | West Philadelphia...100 | 249,100 | J. & J. | July '70 5 | |
| Chicago and Milwaukee...100 | 2,277,000 | M. & S. | Sept. '70 5 | Mobility and Ohio...100 | 100 | J. & J. | Do. | Wilm. and Weldon...100 | 1,468,775 | J. & J. | July '70 5 | |
| Chicago and W. N. Western...100 | 14,560,162 | J. & D. | Dec. '69 4 | Montgomery & W. Point...100 | 1,044,104 | J. & D. | Dec. '67 4 | Winchester and Potomac...100 | 1,000,000 | J. & J. | July '70 0 | |
| Chicago, R. I. & Pacific...100 | 18,159,077 | J. & D. | June '70 2 | Morris and Essex...100 | 7,880,100 | J. & D. | Jul. '70 3 | Worcester and Nashua...100 | 1,547,650 | J. & J. | July '70 3 | |
| Chicago, R. I. & Pacific...100 | 16,000,000 | A. & O. | Oct. '70 4 | Mt. Carbon & Pt. Carbon...100 | 282,350 | J. & J. | July '70 3 | Worcester and Nashua...100 | 1,522,500 | J. & J. | Jul. '70 3 | |
| Cin. Ham. & Dayton...100 | 3,500,000 | A. & O. | Appl. '70 4 | Nashua and Lowell...100 | 100 | M. & N. | Nov. '70 5 | Virginia Central...100 | 3,500,300 | Do. | Do. | |
| Cincinnati City Passenger...100 | 1,228,446 | J. & D. | Jan. '69 2 | Naugatuck...100 | 1,436,600 | F. & A. | Feb. '70 5 | Western Union...100 | 2,707,623 | J. & D. | Jun. '70 3 | |
| Cin. Sand. & Clev. pref...50 | 428,340 | M. & N. | Nov. '70 3 | New Bedford & Taunton...100 | 500,000 | J. & J. | July '70 4 | West Jersey...100 | 1,209,000 | F. & A. | Aug. '70 5 | |
| Citizens' Passenger (Phl)...50 | 192,760 | J. & J. | July '70 7 | New Haven & N. London...100 | 7,682,538 | M. & S. | June '69 3 | West Philadelphia...100 | 249,100 | J. & J. | July '70 5 | |
| Clev., Col., Cin. & Ind...100 | 10,450,000 | F. & A. | Aug. '70 3 | New Haven & Northampton...100 | 1,344,000 | J. & J. | Jan. '69 3 | Wilm. and Weldon...100 | 1,468,775 | J. & J. | July '70 5 | |
| Cleveland and Mahon...50 | 2,056,400 | M. & N. | Nov. '70 3 | New Jersey...100 | 100 | F. & A. | Aug. '70 4 | Winchester and Potomac...100 | 1,000,000 | J. & J. | July '70 0 | |
| Cleveland and Pittsburgh...50 | 5,958,775 | F. M. A. N. | Nov. '70 24 | New London Northern...100 | 896,000 | J. & J. | July '70 4 | Wicksburg and Meridian...100 | 267,400 | J. & J. | July '70 0 | |
| Cleveland and Toledo...50 | 5,000,000 | F. & A. | Aug. '70 4 | N.Y. Central & Hudson R. 100 | 45,000,000 | A. & O. | Oct. '70 4 | Virginia Central...100 | 1,175,000 | F. & A. | May '70 3 | |
| Col., U. I. & Indiana Can...100 | 1,186,200 | J. & D. | Jun. '70 4 | Certificates...100 | 44,600,000 | A. & O. | Oct. '70 4 | Virginia and Tennessee...100 | 3,500,300 | Do. | Do. | |
| Columbus and Xenia...50 | 902,360 | J. & D. | Do. | New York and Harlem...100 | 50 | J. & J. | July '70 4 | Western Union...100 | 2,707,623 | J. & D. | Jun. '70 3 | |
| Concord & Ports, guar...100 | 1,600,000 | M. & N. | Nov. '70 5 | New York & New Haven...100 | 9,000,000 | J. & J. | July '70 4 | West Jersey...100 | 1,209,000 | F. & A. | Aug. '70 5 | |
| Coney Island & Brooklyn...100 | 500,000 | J. & J. | Do. | N.Y. Provid. & Boston...100 | 2,000,000 | J. & J. | July '70 4 | West Philadelphia...100 | 249,100 | J. & J. | July '70 5 | |
| Conn. & Passumy Rivers...100 | 159,000 | F. & A. | Do. | Niag. Bridge & Canand...100 | 1,000,000 | J. & J. | July '70 4 | Wilm. and Weldon...100 | 1,468,775 | J. & J. | July '70 5 | |
| Conn. do. ref 100 | 1,822,100 | F. & A. | Aug. '70 8 | Ninth Avenue...100 | 100 | J. & J. | July '70 4 | Winchester and Potomac...100 | 1,025,000 | J. & J. | July '70 0 | |
| Connecticut River...100 | 1,200,000 | F. M. A. N. | May '70 24 | North Eastern (S. C.) pref...100 | 156,000 | J. & J. | May '67 4 | Morris (consolidated)...100 | 1,025,000 | F. & A. | Feb. '67 3 | |
| Cumberland & Peebles...50 | 85,000 | J. & J. | July '70 5 | North Eastern of N. Hamp...100 | 3,068,400 | J. & D. | Dec. '67 4 | Pennsylvania...100 | 4,300,000 | F. & A. | Feb. '67 3 | |
| Danbury and New Haven...100 | 400,000 | J. & J. | Do. | Northern & Western...100 | 5,000,000 | M. & N. | Nov. '70 3 | Schuyl. Navigation (cons.)...100 | 1,980,207 | F. & A. | Feb. '67 6 | |
| Dayton and Michigan...100 | 2,390,846 | J. & J. | July '70 5 | Northern Central...100 | 4,000,000 | A. & J. & O. | Oct. '70 24 | Susq. and Tide Water...100 | | | | |

RAILROAD EARNINGS—MONTHLY.

| Central Pacific (in gold): | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. | |
|---|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|-----------|
| 1861. | 38,169 | 51,831 | 60,029 | 51,156 | 95,238 | 121,702 | 174,812 | 181,297 | 200,550 | 212,109 | 128,166 | 75,871 | 1,470,668 | |
| 1862. | 64,463 | 86,937 | 81,306 | 96,481 | 106,535 | 164,729 | 250,500 | 251,832 | 262,770 | 298,422 | 286,562 | 342,743 | 2,800,767 | |
| 1863. | 212,604 | 218,982 | 261,306 | 485,048 | 568,270 | 556,080 | 532,657 | 511,854 | 609,788 | 579,042 | 535,366 | 410,000 | 6,670,882 | |
| 1870. | 413,104 | 394,176 | 488,338 | 630,758 | 765,720 | 729,274 | 784,090 | 806,040 | 833,413 | 804,800 | ..... | ..... | ..... |  |
| Chicago and Alton: | 100,850 | 101,366 | 104,372 | 122,084 | 132,301 | 145,542 | 149,137 | 157,948 | 170,044 | 170,910 | 150,809 | 153,294 | 1,678,708 | |
| 1864. | 100,991 | 154,418 | 195,803 | 162,723 | 175,766 | 206,000 | 224,257 | 312,165 | 354,554 | 320,879 | 307,508 | 252,015 | 2,770,484 | |
| 1865. | 280,503 | 275,283 | 299,063 | 258,480 | 322,278 | 355,270 | 335,985 | 409,261 | 401,280 | 357,950 | 307,919 | 236,824 | 3,840,092 | |
| 1866. | 226,153 | 222,241 | 290,111 | 269,249 | 320,851 | 371,544 | 321,597 | 387,260 | 322,638 | 360,223 | 323,080 | 271,247 | 3,695,153 | |
| 1867. | 243,787 | 167,882 | 235,961 | 282,165 | 385,510 | 342,358 | 354,244 | 418,982 | 408,999 | 426,752 | 359,102 | 330,169 | 3,892,861 | |
| 1868. | 276,117 | 275,140 | 267,094 | 279,121 | 303,342 | 384,504 | 404,012 | 555,101 | 486,195 | 500,746 | 409,569 | 361,701 | 4,508,043 | |
| 1869. | 343,182 | 315,090 | 388,727 | 328,380 | 345,838 | 402,584 | 351,045 | 498,233 | 506,623 | 465,212 | 397,518 | 340,861 | 4,651,008 | |
| 1870. | 298,978 | 323,825 | 344,386 | 324,663 | 395,044 | 411,986 | 421,485 | 501,049 | 495,636 | ..... | ..... | ..... | ..... |  |
| Chicago, Rock Island and Pacific: | 140,024 | 180,225 | 122,613 | 126,798 | 144,965 | 170,937 | 130,142 | 160,306 | 210,729 | 216,080 | 190,435 | 201,134 | 1,056,267 | |
| 1864. | 158,735 | 175,482 | 243,150 | 185,013 | 198,679 | 243,178 | 224,980 | 207,874 | 375,800 | 324,906 | 326,617 | 321,037 | 3,006,470 | |
| 1865. | 305,554 | 246,381 | 288,408 | 196,580 | 234,612 | 321,818 | 244,121 | 306,231 | 389,489 | 307,523 | 270,073 | 201,779 | 3,313,514 | |
| 1866. | 241,396 | 183,385 | 257,230 | 208,069 | 277,506 | 306,063 | 288,926 | 317,079 | 400,041 | 425,474 | 345,028 | 260,268 | 3,466,922 | |
| 1867. | 292,047 | 224,621 | 272,454 | 268,369 | 297,625 | 276,681 | 297,513 | 444,024 | 566,403 | 599,649 | 442,275 | 377,063 | 3,365,614 | |
| 1868. | 308,587 | 297,464 | 276,431 | 301,952 | 316,709 | 378,426 | 341,885 | 568,380 | 558,387 | 501,200 | 424,589 | 433,435 | 4,797,404 | |
| 1869. | 333,319 | 308,208 | 398,740 | 388,386 | 449,982 | 523,541 | 455,607 | 632,652 | 736,555 | 584,156 | 479,236 | 398,468 | 5,084,109 | |
| 1870. | 401,275 | 449,655 | 500,393 | 443,300 | 507,900 | 529,512 | 462,400 | 556,100 | 579,900 | ..... | ..... | ..... | ..... |  |
| Chicago and Northwestern: | 1863. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1864. | 273,876 | 317,839 | 390,355 | 421,863 | 466,830 | 566,145 | 480,710 | 519,306 | 669,605 | 729,759 | 716,378 | 563,400 | 6,114,566 | |
| 1865. | 541,005 | 482,164 | 499,296 | 468,358 | 585,623 | 747,942 | 702,661 | 767,508 | 946,707 | 932,683 | 764,671 | 547,842 | 7,976,490 | |
| 1866. | 523,566 | 399,917 | 523,845 | 537,519 | 588,948 | 925,983 | 908,524 | 797,475 | 1,000,096 | 1,200,216 | 1,010,892 | 712,359 | 9,299,430 | |
| 1867. | 696,147 | 574,664 | 765,398 | 774,280 | 895,712 | 883,658 | 888,214 | 1,063,237 | 1,448,942 | 1,541,057 | 1,211,530 | 879,900 | 11,632,769 | |
| 1868. | 724,890 | 807,478 | 850,192 | 1,064,597 | 1,211,150 | 1,180,993 | 1,076,674 | 1,251,940 | 1,507,479 | 1,570,067 | 1,107,084 | 1,001,987 | 13,384,471 | |
| 1869. | 892,093 | 830,287 | 1,142,166 | 1,112,190 | 1,268,444 | 1,251,951 | 1,157,056 | 1,067,974 | 1,305,673 | 1,371,780 | 1,140,145 | 845,708 | 13,355,467 | |
| 1870. | 706,025 | 753,782 | 888,359 | 926,077 | 1,177,897 | 1,139,284 | 1,034,383 | 1,227,513 | 1,259,292 | ..... | ..... | ..... | ..... |  |
| Cleveland, Col., Cin. and Indianapolis: | 1866. | 242,205 | 256,160 | 242,509 | 296,456 | 193,959 | 203,696 | 218,347 | 271,425 | 257,451 | 293,296 | 262,798 | 230,061 | 2,018,312 |
| 1867. | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 259,408 | 253,367 | 341,783 | 320,025 | 328,615 | 271,565 | 242,621 | 3,095,955 | |
| 1870. | 201,500 | 218,600 | 244,161 | 246,046 | 260,169 | 274,021 | 249,355 | 319,012 | 317,887 | ..... | ..... | ..... | ..... |  |
| Illinois Central: | 1862. | 190,130 | 256,637 | 181,084 | 191,648 | 206,246 | 260,282 | 261,079 | 342,786 | 414,543 | 410,336 | 372,593 | 389,463 | 8,446,827 |
| 1863. | 299,944 | 271,058 | 275,643 | 289,224 | 334,687 | 407,932 | 343,929 | 511,306 | 478,676 | 496,433 | 437,879 | 424,531 | 4,571,028 | |
| 1864. | 327,000 | 416,588 | 459,762 | 423,797 | 406,373 | 510,100 | 423,578 | 640,170 | 796,256 | 661,391 | 667,141 | 603,402 | 6,329,447 | |
| 1865. | 571,538 | 528,972 | 616,665 | 516,608 | 460,573 | 617,652 | 578,403 | 742,409 | 736,756 | 641,639 | 643,887 | 518,088 | 7,181,208 | |
| 1866. | 608,053 | 506,266 | 506,465 | 411,605 | 569,250 | 567,679 | 480,626 | 578,253 | 671,348 | 661,971 | 588,219 | 504,066 | 6,546,741 | |
| 1867. | 642,120 | 524,871 | 417,071 | 440,271 | 477,027 | 516,493 | 525,242 | 709,327 | 738,530 | 823,901 | 727,810 | 613,329 | 7,180,992 | |
| 1868. | 587,446 | 536,165 | 444,443 | 518,800 | 572,551 | 626,249 | 549,714 | 794,329 | 889,967 | 861,580 | 685,401 | 614,413 | 6,828,482 | |
| 1869. | 686,188 | 524,698 | 708,645 | 568,282 | 640,976 | 778,261 | 696,228 | 841,363 | 879,401 | 914,406 | 814,413 | 696,677 | 8,220,482 | |
| 1870. | 664,587 | 668,391 | 644,874 | 597,571 | 665,253 | 759,215 | 646,768 | 861,358 | 870,684 | 862,171 | ..... | ..... | ..... |  |
| Marietta and Cincinnati: | 1866. | 90,411 | 85,447 | 84,351 | 81,181 | 96,388 | 103,373 | 98,043 | 106,921 | 104,866 | 115,804 | 112,602 | 128,802 | 1,201,236 |
| 1867. | 94,136 | 78,976 | 92,910 | 92,768 | 90,526 | 96,535 | 106,594 | 114,716 | 121,217 | 142,823 | 132,387 | 123,383 | 1,275,713 | |
| 1868. | 92,433 | 81,599 | 98,482 | 108,461 | 96,416 | 96,924 | 108,413 | 126,558 | 121,519 | 126,064 | 119,169 | 121,408 | 1,294,096 | |
| 1869. | 98,617 | 91,666 | 103,558 | 109,526 | 111,083 | 118,048 | 114,496 | 128,388 | 140,473 | 132,569 | 131,018 | 109,629 | 1,300,822 | |
| 1870. | 90,177 | 98,275 | 101,379 | 106,246 | 110,218 | 111,117 | 111,127 | 118,407 | 132,998 | 150,581 | ..... | ..... | ..... |  |
| Michigan Southern & Northern Indiana: | 1864. | 256,000 | 304,445 | 338,454 | 380,651 | 267,126 | 315,258 | 278,891 | 358,862 | 402,219 | 407,107 | 448,934 | 411,806 | 4,120,152 |
| 1865. | 363,996 | 366,361 | 413,974 | 365,180 | 361,489 | 387,098 | 301,613 | 415,575 | 486,808 | 524,760 | 495,072 | 351,799 | 4,826,727 | |
| 1866. | 312,846 | 277,234 | 412,715 | 413,970 | 418,54 | 384,684 | 338,588 | 384,401 | 429,177 | 496,356 | 420,546 | 352,218 | 4,650,328 | |
| 1867. | 305,557 | 311,088 | 396,372 | 409,248 | 367,1 | 307,988 | 313,130 | 434,318 | 488,388 | 530,871 | 420,785 | 380,034 | 4,663,808 | |
| 1868.-*Including Lake Shore. | 1,006,998* | 880,598* | 1,140,000* | 478,544 | 445,1 | 408,189 | 727,045* | 838,777 | 1,239,725* | 1,279,602* | 1,124,745* | 1,048,272* | ..... |  |
| 1870. | 931,373* | 1,006,961* | 1,162,697* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Michigan Central: | 1864. | 230,169 | 159,658 | 151,902 | 175,696 | 186,080 | 174,002 | 172,189 | 216,824 | 295,966 | 322,369 | 307,474 | 258,634 | 2,650,702 |
| 1865. | 242,073 | 245,888 | 236,432 | 238,495 | 236,453 | 206,221 | 192,328 | 215,449 | 236,523 | 276,488 | 339,704 | 306,180 | 3,188,068 | |
| 1866. | 262,435 | 278,848 | 345,502 | 388,276 | 271,553 | 265,780 | 263,344 | 346,781 | 406,445 | 410,802 | 405,510 | 376,470 | 3,970,946 | |
| 1867. | 306,324 | 279,137 | 344,228 | 337,241 | 401,466 | 365,663 | 329,105 | 413,501 | 476,661 | 490,694 | 447,970 | 328,870 | 4,520,550 | |
| 1868. | 282,439 | 265,706 | 337,158 | 343,737 | 365,194 | 385,083 | 329,986 | 429,161 | 482,640 | 414,604 | 308,669 | 4,260,115 | | |
| 1869. | 304,065 | 288,661 | 375,210 | 362,783 | 333,952 | 284,977 | 313,021 | 383,965 | 404,775 | 506,296 | 412,934 | 4,371,038 | | |
| 1870. | 343,316 | 304,315 | 326,880 | 415,758 | 369,236 | 325,501 | 321,018 | 392,942 | 456,973 | 611,320 | 406,826 | 360,671 | 4,509,251 | |
| 1870. | 337,992 | 329,128 | 380,430 | 412,030 | 406,283 | 363,187 | 326,891 | 378,880 | 473,900 | ..... | ..... | 4,744,104 | ..... |  |
| Milwaukee and St. Paul: | 1867. | 319,763 | 240,755 | 261,143 | 316,266 | 401,900 | 369,356 | 365,412 | 350,565 | 751,738 | 1,101,771 | 775,616 | 438,323 | 5,683,608 |
| 1868. | 369,228 | 321,203 | 338,508 | 426,412 | 565,718 | 456,191 | 428,398 | 522,682 | 1,024,045 | 1,087,484 | 586,917 | 468,880 | 6,517,646 | |
| 1869. | 454,590 | 330,400 | 420,951 | 400,288 | 630,844 | 678,923 | 586,531 | 525,547 | 724,732 | 1,040,102 | 801,195 | 96 | | |

NATIONAL AND STATE SECURITIES.

| * Indicates that no interest is paid. | | Amounts outstanding. | Interest. | | | Amounts outstanding. | Interest. | | |
|---|-------------------------------|-------------------------|--------------|---------------|---|--|--------------|--------------|---------------|
| | | | Rate. | Payable. | When Payable. | | Rate. | Payable. | When Payable. |
| National Securities Nov. 1, 1870. | | | | | | Massachusetts—Western R. R. Loan, sterling | 3,578,096 | 5 | April & Oct. |
| Loan of June 14, 1868 | registered | \$20,000,000 | 5 | Jan. & July. | 1874 107½ | —Troy and Greenfield Loan, stg. | 3,506,580 | 5 | 88-90 |
| “ | coupon | 5 | “ | 1874 | 108½ | —Eastern R. R. Loan, dollar | 1,166,500 | 5 | 90-94 |
| Loan of June 22, 1860 | registered | 4,540,000 | 5 | “ | 1871 | —Nor. & Worc. R. R. Loan | 200,000 | 5 | Jan. & July. |
| “ | coupon | 5 | “ | 1871 | —B. H. & Erie R. R. Loan, stg. | 400,000 | 6 | 67-71 | |
| Loans of Feb. 8, July 1, Aug. 3, '61 | registered | 282,733,100 | 6 | “ | 1861 113½ | —State Scrip (var.) | 290,400 | 6 | 1877 107½ |
| and March 8, 1863 | coupon | 6 | “ | 1861 113½ | — | 171,000 | 5 | Various. | |
| Oregon War Bonds of March 2, 1861 | | 945,000 | 6 | “ | 1861 108½ | 117,000 | 5 | 1870 105 | |
| “ | | 945,000 | 6 | July. | — | 125,000 | 5 | April & Oct. | |
| Loan of Feb. 25, 1862 | (5-20c) registered | 496,613,350 | 6 | May & Nov. | 1882 107½ | 244,000 | 5 | Various. | |
| “ | (5-20c) coupon | 6 | “ | 1882 108½ | 162,000 | 6 | June & Dec. | | |
| Loan of March 8, 1864 | (5-20c) registered | 3,128,100 | 6 | “ | 1884 107½ | 50,000 | 6 | 1877 107½ | |
| “ | (5-20c) coupon | 6 | “ | 1884 107½ | 200,000 | 6 | Jan. & July. | | |
| Loan of June 30, 1864 | (5-20c) registered | 106,066,900 | 6 | “ | 1884 107½ | 650,000 | 6 | 67-73 106½ | |
| “ | (5-20c) coupon | 6 | “ | 1884 107½ | 72,000 | 6 | 1874-75 | | |
| Loan of March 8, 1865 | (5-20c) registered | 187,651,700 | 6 | “ | 1885 107½ | 1,430,000 | 6 | 1876 | |
| “ | (5-20c) coupon | 6 | “ | 1885 107½ | 600,000 | 5 | 77-78 | | |
| “ | 2d series (5-20c) registered | 273,952,800 | 6 | Jan. & July. | —Back Bay Loan of 1862-63 | 220,000 | 5 | 1890 98 | |
| “ | (5-20c) coupon | 6 | “ | 1886 109½ | —Bounty Fund Loan of 1863 | 200,000 | 5 | 1893 96 | |
| “ | 3d series (5-20c) registered | 341,103,500 | 6 | “ | 1887 109½ | —64-67, stg. | 4,000,744 | 5 | Jan. & July. |
| “ | (5-20c) coupon | 6 | “ | 1887 109½ | —dol. | 4,379,500 | 5 | 1894 95 | |
| “ | 4th series (5-20c) registered | 38,665,250 | 6 | “ | 1888 110½ | —Coast Defense Loan of 1863 | 888,000 | 5 | 1893 |
| “ | (5-20c) coupon | 6 | “ | 1888 110½ | —War Fund 5-20 Loan | 3,505,000 | 6 | Mar. & Sept. | |
| Loan of March 8, 1864 | (10-40c) registered | 194,667,300 | 5 | Mar. & Sept. | —Three Years' Loan | 919,324 | 6 | 1886 100 | |
| “ | (10-40c) coupon | 5 | “ | 1904 107½ | Michigan—Sault Canal Bonds | 85,000 | 6 | Var. | |
| Pacific R. R. Bonds | (currency) | 64,618,832 | 6 | Jan. & July. | —Renewal Loan | 200,000 | 6 | Jan. & July. | |
| Certificates of Mar. 2, 1867, and July 26, 1868 | | 45,170,000 | 3 | Dem. | —Two Million Loan | 1,728,000 | 6 | 1878 94 | |
| Navy Pension Fund of July 23, 1868 | | 14,000,000 | 3 | “ | —War Loan | 896,000 | 7 | “ | |
| Loans of 1842, 1847 and 1848 | | 34,050 | 6 | “ | —Bounty Loan | 463,000 | 7 | May & Nov. | |
| Texas Indemnity Bonds of Sept. 9, 1860 | | 242,000 | 5 | Due. | Minnesota—*Railroad Loan | 2,275,000 | 7 | Jan. & July. | |
| Treasury Notes prior to 1857 | | 89,625 | 6 | Due. | Mississippi—*State Bonds (for banks) | 7,000,000 | 6 | 41-71 | |
| Treasury Notes of 1857, '61 and '63 | | 232,072 | var. | Due. | Missouri—State Bonds proper | 453,000 | 6 | 62-90 91 | |
| Treasury Notes ('70s) | | 579,350 | 7½ | Due. | —Consols. (interest) | 2,880,000 | 6 | 1887 | |
| Certificates of Indebtedness | | 5,000 | 6 | Due. | —Railroad Loans | 13,734,000 | 7 | “ | |
| Compound Interest Notes of 1863 and 1864 | | 2,030,210 | 6 | Due. | —S. W. Pacific, guar. | 1,589,000 | 7 | 81-87 | |
| Temporary Loan of June 30, 1864 | | 180,810 | var. | Due. | —Han. and St. Jo. R. R. Loan | 3,000,000 | 6 | 81-86 91 | |
| U. S. Notes (greenbacks) | | 356,102,321 | nil. | Dem. | Nebraska—(No Account) | | | | |
| Fractional Currency | | 39,286,794 | “ | “ | Nevada—(No Account) | | | | |
| State Securities, latest dates. | | | | | | | | | |
| Alabama—State Bonds | | 168,900 | 5 | May & Nov. | —New Hampshire—War Loan of July 1, 1861 | 1,089,800 | 6 | Jan. & July. | |
| “ | (extended) | 2,414,800 | 5 | “ | —of Sept. 1, 1864 | 600,000 | 6 | Mar. & Sept. | |
| “ | (sterling) | 770,500 | 6 | Jan. & July. | —of Oct. 1, 1865 | 1,267,000 | 6 | April & Oct. | |
| “ | (extended) | 782,800 | 5 | “ | —of July 1, 1866 | 500,000 | 8 | Jan. & July. | |
| “ | (new) | 660,200 | 8 | “ | —of 1863 (free) | 1,599,800 | 6 | Jan. & July. | |
| Arkansas—State Funded Debt Bonds | | 4,300,000 | 6 | Jan. & July. | —of 1864 | 1,002,200 | 6 | 97-102 | |
| “ | Aid Bonds | 1,500,000 | 7 | April & Oct. | New Jersey—War Loan of 1861 (free) | 593,409 | 6 | 97-98 | |
| California—Civil Bonds of 1867 | | 3,066,500 | 7 | Jan. & July. | — | 7,000,000 | 6 | Jan. & July. | |
| “ | 1860 | 177,500 | 7 | “ | — | 453,000 | 6 | 41-71 | |
| “ | Soldiers' Relief Bonds | 470,500 | 7 | “ | — | 2,880,000 | 6 | 82-90 | |
| “ | Bounty Bonds | 982,000 | 7 | “ | — | 13,734,000 | 7 | “ | |
| Connecticut—War Bonds, My. '61, (10 or 20 yr) | | Oct. '61, (10 or 20 yr) | 6 | Jan. & July. | — | 1,589,000 | 7 | 81-86 91 | |
| “ | Nov. 1863 | 7,518,092 | 6 | “ | — | 3,000,000 | 6 | “ | |
| “ | My. '64, (10 or 20 yr) | 6 | “ | 1883 | — | 2,035,800 | 5 | 1874 | |
| “ | May 1, 1865, (free) | 6 | “ | 1883 | — | 3,757,000 | 7 | 1877 | |
| “ | (various) registered | 867,500 | 6 | April & Oct. | —Canal Stocks | 2,607,300 | 6 | Jan. & July. | |
| Florida—State Bonds | | 500,000 | 8 | Various. | —Bounty Stock | 5,726,800 | 6 | 1872 | |
| “ | | 5 | Jan. & July. | Var. | —Bonds | 2,250,000 | 6 | 1873 | |
| Georgia—State Bonds (W. & A. R. R.) | | 100,009 | 7 | “ | — | 500,000 | 6 | 1874 | |
| “ | (“ “ “) | 176,000 | 7 | Jan. & July. | — | 900,000 | 6 | 1875 | |
| “ | (Act March 12, 1866) | 8,164,500 | 7 | May & Oct. | — | 4,096,309 | 6 | 1877 | |
| “ | (W. & A. R. R.) | 1,519,000 | 6 | Jan. & July. | — | 2,035,800 | 5 | 1878 | |
| “ | (“ “ “) | 75,000 | 6 | May & Oct. | — | 3,757,000 | 7 | 1879 | |
| “ | (Atl. and Gulf R. R.) | 734,000 | 6 | Feb. & Aug. | — | 2,186,000 | 7 | 1880 | |
| “ | (sterling) | 72,000 | 5 | Mar. & Sept. | — | 8,511,000 | 6 | 1881 | |
| Illinois—New Internal Improvement Stock | | 1,635,954 | 6 | Jan. & July. | — | 3,200,000 | 6 | 1882 | |
| “ | Interest Bonds | 992,649 | 6 | “ | — | 2,439,900 | 6 | 1883 | |
| “ | Liquidation Bonds | 193,400 | 6 | “ | — | 2,026,171 | 6 | 1884 | |
| “ | Refunded Stock | 985,900 | 6 | “ | — | 1,600,000 | 6 | 1885 | |
| “ | Thornton Loan Bonds | 104,000 | 6 | “ | — | 4,096,309 | 6 | 1886 | |
| “ | —War Loan Bonds | 543,200 | 6 | “ | — | 2,400,000 | 6 | 1887 | |
| “ | Ill. and Mich. Canal | 792,222 | 6 | “ | — | 4,096,600 | 6 | 1888 | |
| “ | (“ “ “) registered | 535,367 | 6 | “ | — | 9,273,050 | 6 | 1889 | |
| Indiana—State Stock | | 2,322,926 | 5 | Jan. & July. | — | 910,200 | 5 | 1890 | |
| “ | —War Loan Bonds | 210,000 | 6 | May & Nov. | —Military Loan | 1,642,128 | 5 | 1891 | |
| Iowa—State Bonds of 1858 | | 200,000 | 7 | Jan. & July. | — | 4,724,000 | 5 | 1892 | |
| Kansas—War Bonds, 1861-67 | | 300,000 | 7 | “ | — | 112,000 | 44 | Jan. & July. | |
| “ | Territorial Debt Bonds | 750,000 | 7 | Jan. & July. | — | 4,097,150 | 6 | 1893 | |
| Kentucky—State Bonds | | 100,000 | 6 | July. | — | 4,096,600 | 6 | 1894 | |
| “ | | 1,421,000 | 6 | April & Oct. | — | 9,273,050 | 6 | 1895 | |
| “ | Military Bonds | 339,000 | 5 | “ | — | 910,200 | 5 | 1896 | |
| Louisiana—State Bonds (Schools, &c.) | | 160,000 | 5 | May & Nov. | — | 2,820,750 | 6 | 1897 | |
| “ | (Railroads) | 2,062,000 | 5 | April & Oct. | — | 30,500 | 6 | 1898 | |
| “ | (Charity Hospital) | 86,000 | 5 | “ | — | 1,157,000 | 6 | 1899 | |
| “ | (Levees) | 1,000,000 | 6 | “ | — | 214,000 | 6 | 1900 | |
| “ | (“ “ “) | 2,414,000 | 6 | “ | — | 776,000 | 6 | 1901 | |
| “ | (“ “ “) | 8,000,000 | 8 | “ | — | 881,000 | 6 | 1902 | |
| “ | (Funding) | 494,800 | 6 | “ | — | 314,454 | 6 | 1903 | |
| Maine—Civil Loans | | 250,000 | 6 | Mar. & Sept. | — | 4,724,000 | 5 | 1904 | |
| “ | | 171,000 | 6 | “ | — | 1,157,000 | 6 | 1905 | |
| “ | —War Loan of 1861 | 800,000 | 6 | “ | — | 30,500 | 6 | 1906 | |
| “ | 1863 | 525,000 | 6 | Mar. & Sept. | — | 1,157,000 | 6 | 1907 | |
| “ | 1864 | 2,832,500 | 6 | June & L. C. | — | 1,157,000 | 6 | 1908 | |
| “ | Bounty Loan of 1863 | 475,000 | 6 | Feb. & Aug. | — | 30,500 | 6 | 1909 | |
| Maryland—Sterling Bonds of 1838 | | 802,000 | 5 | J. A. J. & O. | — | 1,157,000 | 6 | 1910 | |
| “ | converted | 2,252,112 | 5 | “ | — | 1,157,000 | 6 | 1911 | |
| “ | Currency Bonds of 1837 | 1,214,580 | 6 | “ | — | 30,500 | 6 | 1912 | |
| “ | 1837 | 289,000 | 6 | “ | — | 1,157,000 | 6 | 1913 | |
| “ | 1838-36 | 1827 | 5 | “ | — | 30,500 | 6 | 1914 | |
| “ | 1838-39 | 24,000 | 5 | “ | — | 1,157,000 | 6 | 1915 | |
| “ | 1838-39 | 1,428,423 | 6 | “ | — | 30,500 | 6 | 1916 | |
| “ | 1838-39 | 525,008 | 6 | “ | — | 1,157,000 | 6 | 1917 | |
| “ | 1838-39 | 46,232 | 5 | “ | — | 30,500 | 6 | 1918 | |
| “ | Defense Loan of 1864-65 | 2,040,100 | 6 | “ | — | 1,157,000 | 6 | 1919 | |
| “ | South Relief Loan of 1867 | 105,000 | 6 | “ | — | 30,500 | 6 | 1920 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1921 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1922 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1923 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1924 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1925 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1926 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1927 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1928 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1929 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1930 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1931 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1932 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1933 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1934 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1935 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1936 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1937 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1938 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1939 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1940 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1941 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1942 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1943 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1944 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1945 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1946 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1947 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1948 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1949 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1950 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1951 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1952 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1953 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1954 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1955 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1956 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1957 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1958 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1959 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1960 | |
| “ | “ | 1873 | “ | “ | — | 30,500 | 6 | 1 | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | | Description of Bonds. | Amount. | Rate. | Interest Payable. | | |
|---|------------|-------|-------------------|---------------|---------|--|-----------------------------------|-------|-------------------|---------------|---------|
| | | | When. | Where. | Due. | | | | When. | Where. | Due. |
| Adirondack: | | | | | | Catawissa: | | | | | |
| 1st Mortgage..... | \$915,000 | 7 | Jan. & July. | New York. | 1886 | 1st Mortgage..... | \$371,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 |
| Albany and Susquehanna: | | | | | | Cedar Falls and Minnesota: | | | | | 97 |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | 1st Mort. (C. F. to Waver. 14 m.) | 294,000 | 7 | April & Oct. | New York. | 1885 |
| Albany City Loan..... | 1,000,000 | 6 | May & Nov. | " | 1895 | 1st Mort. (W. to Minn. L. 67 m.) | 1,407,000 | 7 | Jan. & July. | " | 1887 |
| 2d Mortgage for \$2,000,000..... | 2,000,000 | 7 | April & Oct. | " | 1885 | Cedar Rapids and Missouri River: | | | | | ... |
| 3d Mortgage..... | 175,000 | 7 | May & Nov. | " | 1889 | 1st Mortgage..... | 3,586 | 7 | Jan. & July. | New York. | 1916 |
| Allegheny Valley: | | | | | | Central Branch Union Pacific: | | | | | 88 |
| General Mortgage..... | 3,785,000 | 7.3 | Jan. & July. | New York. | 1896 | 1st Mort. (Atchison & Pike's P.) | 1,600,000 | 6* | Mav & Nov. | New York. | '96-'96 |
| 1st Mortgage Eastern Ex..... | 59,000 | | | | | 2d Mortgage Government's subsidy | 1,600,000 | 6 | Jan. & July. | " | '95-'96 |
| Bonds to State of Pennsylvania..... | 3,500,000 | | | | | Central of Georgia: | | | | | ... |
| Androscoggin: | | | | | | 1st Mortgage..... | 786,000 | 7 | March & Sept. | Savannah. | 1875 |
| 1st Mortgage..... | 425,000 | 6 | April & Oct. | Portland. | 1890 | Central of New Jersey: | | | | | 98 |
| Atlantic and Great Western: | | | | | | 1st Mortgage..... | 900,000 | 7 | Feb. & Aug. | New York. | 1870 |
| 1st Mortgage (New York)..... | | 7* | April & Oct. | London. | 1879 | 2d Mortgage..... | 600,000 | 7 | May & Nov. | " | 1875 |
| 1st Mortgage (Pennsylvania)..... | | 7* | " | " | 1877 | New Loan for \$6,000,000..... | 1,500,000 | 7 | Feb. & Aug. | " | 1890 |
| 1st Mortgage (Ohio)..... | 6,000,000 | 7 | " | " | 1876 | Central Ohio: | | | | | ... |
| 1st Mortgage (Franklin Branch)..... | | 7* | June & Dec. | London. | 1882 | 1st Mortgage..... | 2,500,000 | 6 | March & Sept. | New York. | 1890 |
| 1st Mortgage (Buffalo Extension)..... | | 7* | April & Oct. | " | 1884 | Central Pacific of California: | | | | | 84 |
| 1st Mortgage (Silver Creek Br.)..... | | 7* | March & Sept. | " | 1884 | 1st Mortgage (on 725 m.) free..... | 26,010,000 | 6* | Jan. & July. | New York. | 1895 |
| 2d Mortgage (New York)..... | | 7* | April & Oct. | New York. | 1881 | 2d Mortgage (paid by Cal.)..... | 1,500,000 | 7* | " | " | 1886 |
| 2d Mortgage (Pennsylvania)..... | 3,000,000 | 7* | " | London. | 1882 | Convertible bonds..... | 1,500,000 | 7* | " | " | 1883 |
| 2d Mortgage (Ohio)..... | | 7* | Jan. & July. | " | 1883 | National Loan..... | 25,881,000 | 6 | " | " | 1890 |
| 1st Consolidated Mortgage..... | 20,000,000 | 7* | April & Oct. | " | 1895 | Charlotte and South Carolina: | | | | | ... |
| 2d Consolidated Mortgage..... | 1,000,000 | 5* | " | " | 18-- | 1st Mortgage for \$500,000..... | 334,000 | 7 | Jan. & July. | New York. | 1880 |
| Income Mortgage..... | 8,701,806 | 7* | " | " | 18-- | Cheraw and Darlington..... | 150,000 | 7 | Jan. & July. | Charleston. | 1870 |
| Atlantic and Gulf: | | | | | | 1st Mortgage..... | 1st Mortgage and Ohio (Va. Cent.) | | | | ... |
| 1st Mortgage Consolidated..... | 2,000,000 | — | — | New York. | 1898 | 1st Mortgage for \$15,000,000..... | | | | | ... |
| Atlantic and St. Lawrence: | | | | | | 6* May & Nov. | New York. | 1900 | 90 | | |
| Portland City Loan (skg fund)..... | 1,500,000 | 6 | Various. | B. & N. Y. | '68-'70 | Cheshire: | | | | | ... |
| 2d Mortgage..... | 1,614,500 | 6 | April & Oct. | Portland. | 1866 | Company bonds..... | 771,800 | 6 | Jan. & July. | Boston. | '76-'80 |
| 2d Mortgage, sterling..... | 885,500 | 6* | " | London. | 1866 | Chester Valley: | | | | | ... |
| Sterling Loan..... | 484,000 | 6* | May & Nov. | " | 1878 | 1st Mortgage..... | 500,000 | 7 | May & Nov. | Philadelphia. | 1872 |
| Baltimore and Ohio: | | | | | | Chicago and Alton: | | | | | ... |
| Loan of 1856..... | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 1st Mortgage, prof. sinking fund..... | 356,000 | 7 | May & Nov. | New York. | 1877 |
| Loan of 1850..... | 579,500 | 6 | " | " | 1880 | 1st Mortgage..... | 2,383,000 | 7 | Jan. & July. | " | 1893 |
| Loan of 1853..... | 1,710,500 | 6 | April & Oct. | " | 1885 | Income bonds (2d Mortgage)..... | 1,078,000 | 7 | April & Oct. | " | 1883 |
| Baltimore City Loan of 1855..... | 5,000,000 | 6 | Jan. & July. | " | 1890 | Chicago, Burlington and Quincy: | | | | | ... |
| Northwestern Va. R. R. 2d Mort. | 458,500 | 6 | " | " | 1873 | Trust Mortgage..... | 2,876,000 | 8 | Jan. & July. | New York. | 1883 |
| Northwestern Va. R. R. 3d Mort. | 140,000 | 6 | " | " | 1885 | Trust Mortgage, convertible..... | 150,000 | 8 | " | " | 1883 |
| Bay de Noquet and Marquette: | | | | | | 2d Mortgage..... | 941,000 | 4 | July. | Frankfort. | 1890 |
| 1st Mortgage Income..... | 250,000 | 8 | April & Oct. | New York. | '70-'71 | Company bonds..... | 400,000 | 7 | March & Sept. | New York. | 1895 |
| Bellefontaine: | | | | | | Chicago, Cincinnati and Louisv.: | | | | | ... |
| 1st Mortgage (B. and Ind. R. R.)..... | 791,000 | 7 | Jan. & July. | New York. | '70-'90 | 1st Mortgage for \$1,000,000..... | 400,000 | 7 | Jan. & July. | New York. | 1887 |
| Bellefonte and Snow Shoe: | | | | | | Chicago and Great Eastern: | | | | | ... |
| 1st Mortgage..... | 99,000 | 6 | Jan. & July. | Philadelphia. | 1876 | Construction..... | 400,000 | 7 | April & Oct. | New York. | 1895 |
| Belvidere Delaware: | | | | | | Income..... | 300,000 | 7 | " | " | 1895 |
| 1st Mortgage (guar. by C. & A.)..... | 1,000,000 | 6 | June & Dec. | New York. | 1877 | Chicago, Danville and Vincennes: | | | | | ... |
| 2d Mortgage (guar. by C. & A.)..... | 500,000 | 6 | March & Sept. | Princeton. | 1885 | 1st Mortgage S. F. | 2,500,000 | 7* | April & Oct. | New York. | 1900 |
| 3d Mortgage (guar. by C. & A.)..... | 745,000 | 6 | Feb. & Aug. | " | 1887 | Chicago, Iowa and Nebraska: | | | | | ... |
| Blue Ridge, S. Car.: | | | | | | 1st Mortgage..... | 1,110,000 | 7 | Jan. & July. | New York. | 1881 |
| 1st Mortgage of \$2,500,000..... | | 7 | Jan. & July. | Charleston. | 1898 | Chicago and Milwaukee (45 m'ls): | | | | | ... |
| Boston and Albany: | | | | | | 1st Mortgage (C. and N. W.)..... | 397,000 | 7 | May & Nov. | New York. | 1874 |
| Sterling Loans..... | 2,051,520 | 5* | April & Oct. | London. | '69-'71 | Chicago and Northwestern: | | | | | 90 |
| Dollar Loan..... | 798,000 | 6 | " | Boston. | 1875 | Prof. sinking fund b'ds (193 m.)..... | 1,249,500 | 7 | Feb. & Aug. | New York. | 1885 |
| Boston, Clinton and Fitchburg: | | | | | | Funded Coupons..... | 755,000 | 7 | May & Nov. | " | 1883 |
| 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Boston. | 1884 | General 1st Mortgage..... | 3,592,500 | 7 | Feb. & Aug. | " | 1884 |
| Boston, Concord and Montreal: | | | | | | 1st Mortgage, Appleton Ext. | 184,000 | 7 | " | " | 84 |
| 1st Mort. (Cone. to War. 71 m.)..... | 204,000 | 7 | Feb. & Aug. | New York. | 1885 | Equipment Bonds..... | 300,000 | 7 | April & Oct. | " | 87 |
| 2d Mort. conv. (1st M. on 22 ¹ / ₂ m.)..... | 100,000 | 6 | Jan. & July. | Boston. | 1870 | Mississippi River Bridge Bonds..... | 101,000 | 7 | Jan. & July. | " | 87 |
| 2d Mort. conv. (1st M. on 22 ¹ / ₂ m.)..... | 250,000 | 7 | " | New York. | 1870 | Elgin and State L. purchase b'ds..... | 200,000 | 7 | Jan. & July. | " | 88 |
| Sinking Fund Mortgage..... | 496,000 | 6 | " | " | 1889 | Consolidated sinking fund bonds..... | 138,000 | 6 | " | " | 88 |
| Boston, Hartford and Erie: | | | | | | Equipment Bonds..... | 2,077,000 | 7 | F. M. A. & N. | " | 1915 |
| 1st Mortgage (old)..... | 600,000 | 7 | March & Sept. | Boston. | 1884 | May & Nov. | 2,525,000 | 10 | " | " | 88 |
| 1st Mortgage (new) for \$20,000,000..... | | 7 | Jan. & July. | " | 1899 | 1st Mort. (Gal. & Chic. U. R. R.)..... | 1,807,000 | 7 | Feb. & Aug. | " | 1882 |
| Boston and Lowell: | | | | | | 2d Mort. (Gal. & Chic. U. R. R.)..... | 985,000 | 7 | May & Nov. | " | 95 |
| Convertible bonds..... | 101,000 | 6 | Jan. & July. | Boston. | 1873 | 1st Mortgage (Peninsular R. R.)..... | 855,000 | 7 | March & Sept. | " | 90 |
| Scrip certificates..... | 366,000 | 3 | April & Oct. | " | 1873 | 1st Mort. (Chi. & Mil. R. W. 85 m')..... | 1,129,000 | 7 | Jan. & July. | " | 1898 |
| Wharf purchase bonds..... | 200,000 | 6 | " | " | 1879 | 1st Mortgage (Beloit & Mad. R.)..... | 354,000 | 7 | " | " | 1888 |
| Buffalo, Bradford and Pittsburg: | | | | | | Chicago, Rock Island and Pacific: | | | | | ... |
| 1st Mortgage..... | 580,000 | 7 | Jan. & July. | New York. | 1886 | 1st Mortgage (C. & R. I. R. R.)..... | 1,397,000 | 7 | Jan. & July. | New York. | 1870 |
| Buffalo, Corry and Pittsburg: | | | | | | 1st Mort. (C. R. I. and P. R. R.)..... | 7,376,000 | 7 | " | " | 1886 |
| 1st Mortgage (B. C. & P. of Pa.)..... | 100,000 | 7 | Jan. & July. | Pittsburg. | 18-- | Chilliecothe and Brunswick: | | | | | ... |
| 1st Mort. (Buff. & O.C. Cross-cut)..... | 600,000 | 7 | " | New York. | 18-- | 1st Mortgage..... | 500,000 | 8 | May & Nov. | New York. | 1894 |
| Buffalo and Erie: | | | | | | Cincinnati, Dayton and Eastern: | | | | | ... |
| Co. bonds (Buff. and State Line)..... | 400,000 | 7 | June & Dec. | New York. | 1870 | 1st Mortgage..... | 465,000 | 7 | Feb. & Aug. | New York. | 1890 |
| Co. bonds (Buff. and State Line)..... | 100,000 | 7 | May & Nov. | " | 1873 | Cincinnati, Hamilton and Dayton: | | | | | ... |
| Co. bonds (Buff. and State Line)..... | 200,000 | 7 | Jan. & July. | " | 1882 | 2d Mortgage (1st Mort. paid)..... | 1,250,000 | 7 | May & Nov. | New York. | 1890 |
| Co. bonds (Erie and Northeast)..... | 300,000 | 7 | March & Sept. | " | 1886 | 3d Mortgage..... | 500,000 | 8 | Jan. & July. | " | 1886 |
| Buffalo, New York and Erie: | | | | | | New Mortgage..... | 282,000 | 7 | " | " | 1877 |
| 1st Mortgage..... | 2,000,000 | 7 | June & Dec. | New York. | 1877 | Cincinnati and Indiana: | | | | | ... |
| 2d Mortgage..... | 380,000 | 7 | May & Nov. | " | 1872 | 1st Mortgage..... | 2,500,000 | 7 | June & Dec. | New York. | 1892 |
| Burlington, Cedar Rapids & Minn.: | | | | | | 2d Mortgage..... | 2,000,000 | 7 | Jan. & July. | " | 73 |
| Burlington and Missouri River: | | | | | | 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1888 |
| Land Grant Mortgage..... | 4,690,608 | 7 | April & Oct. | New York. | 1863 | 2d Mortgage..... | 800,000 | 7 | March & Sept. | " | 1893 |
| 1st Convertible bonds..... | 600,000 | 7 | Jan. & July. | " | 1870 | 1st Mortgage (Newcastle Br.)..... | 250,000 | 7 | June & Dec. | " | 1884 |
| 2d Convertible bonds..... | 600,000 | 7 | " | " | 1875 | Cincinnati and Martinsville: | | | | | ... |
| 3d Convertible bonds..... | 958,545 | 8 | " | " | 1894 | 1st Mort. (guar. by I. C. & Laf.)..... | 400,000 | 7 | Jan. & July. | New York. | 1895 |
| California Pacific: | | | | | | Cincinnati, Richmond & Chicago: | | | | | ... |
| 1st Mortgage, sinking fund..... | 2,250,000 | 7* | Jan. & July. | New York. | 1889 | 1st Mortgage..... | 560,000 | 7 | Jan. & July. | New York. | 1895 |
| Camden and Amboy: | | | | | | 1st Mortgage..... | 1,300,000 | 7 | May & Nov. | New York. | 1895 |
| Sterling Bonds skg fund £313,650 | 1,518,066 | 6* | Jan. & July. | London. | 1880 | 1st Mortgage..... | 1,120,000 | 7 | Jan. & July. | New York. | 1888 |
| " Loan, £368,200 & £164,000 | 2,000,000 | 5* | March & Sept. | " | 1894 | 2d Mortgage..... | 800,000 | 7 | March & Sept. | " | 1893 |
| Loan for \$800,000..... | 323,040 | 6 | April & Oct. | New York. | 1870 | 1st Mortgage (Newcastle Br.)..... | 250,000 | 7 | June & Dec. | " | 1884 |
| Loan for \$875,000..... | 675,000 | 6 | " | " | 1875 | Cincinnati, Sandusky and Clev.: | | | | | ... |
| Loan for \$1,700,000..... | 1,700,000 | 6 | Feb. & Aug. | " | 1883 | 1st mortgage..... | 976,000 | 7 | June & Dec. | New York. | 1890 |
| Loan for \$2,500,000..... | 867,000 | 6 | June & Dec. | " | 1889 | Cleveland, Columbus and Cinc.: | | | | | ... |
| Consol. Mortgage for \$5,000,000..... | 4,066,100 | 6 | May & Nov. | " | 1889 | 1st Mortgage..... | 425,000 | 7 | June & Dec. | New York. | 1892 |
| Camden and Atlantic: | | | | | | 1st Mortgage..... | 850,000 | 7 | Feb. & Aug. | New York. | 1873 |
| 1st Mortgage..... | 490,000 | 7 | Jan. & July. | Philadelphia. | 1873 | 3d Mortgage..... | 587,000 | 8 | March & Sept. | " | 1876 |
| 2d Mortgage..... | 500,000 | 7 | April & | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate | Interest Payable. | | | Description of Bonds. | Amount. | Rate | Interest Payable. | | | | | |
|---|------------|------|-------------------|---------------|------|-----------------------------------|---------------------------------------|------------------|-------------------|---------------|---------------|---------|-------------------|-----|
| | | | When. | Where. | Due. | | | | When. | Where. | Due. | Freq. | | |
| Clev., Painesv. & Ash. (L. Shore): | | | | | | Erie: | | | | | | | | |
| 1st Mortgage..... | \$500,000 | 7 | Jan. & July. | New York. | 1874 | 92 $\frac{1}{2}$ | 1st Mortgage..... | \$3,000,000 | 7 | May & Nov. | New York. | 1897 | 100 | |
| 2d Mortgage..... | 1,000,000 | 7 | " | " | 1880 | ... | 2d Mortgage..... | 4,000,000 | 7 | March & Sept. | " | 1879 | 93 | |
| 3d Mortgage..... | 1,000,000 | 7 | April & Oct. | " | 1892 | 91 $\frac{1}{2}$ | 3d Mortgage..... | 6,000,000 | 7 | " | " | 1883 | 87 | |
| Cleveland & Toledo (Lake Shore): | | | | | | 4th Mortgage..... | 4,441,000 | 7 | April & Oct. | " | " | 1880 | 81 | |
| 1st Mort. (June, R. R. 1st Div.) | 13,000 | 7 | April & Oct. | New York. | 1867 | ... | 5th Mortgage..... | 926,500 | 7 | June & Dec. | " | " | 1888 | 80 |
| 1st Mort. (June, R. R. 2d Div.) | 116,000 | 7 | June & Dec. | " | 1882 | ... | Buffalo Branch Bonds..... | 186,400 | 7 | Jan. & July. | " | " | 1891 | ... |
| 1st Mortgage S. F. (Clev. & Tol.) | 2,015,000 | 7 | Jan. & July. | " | 1885 | 100 | Sterling Loan £800,000 | 4,844,444 | 6* | March & Sept. | London. | 1875 | ... | |
| 2d Mortgage (Clev. and Tol.) | 1,000,000 | 7 | April & Oct. | " | 1886 | ... | Erie and Pittsburg: | | | | | | | |
| Columbus and Augusta: | | | | | | 1st Mortgage..... | 900,000 | 7 | Jan. & July. | Philadelphia. | 1882 | ... | | |
| 1st Mortgage for \$1,000,000..... | 410,000 | 7 | Jan. & July. | New York. | 1888 | ... | 2d Mortgage..... | 700,000 | 7 | April & Oct. | " | 1875 | ... | |
| Columbus, Chicago & Ind. Cent.: | 15,000,000 | 7 | April & Oct. | New York. | 1908 | 82 $\frac{1}{2}$ | New Mortgage..... | 859,000 | 7 | Jan. & July. | " | 1893 | ... | |
| Consol. 1st Mortgage skg fund..... | | | | | | Evansville and Crawfordsville: | | | | | | | | |
| Columbus and Indiana Central: | | | | | | 1st Mortgage of 1852..... | 350,000 | 7 | Jan. & July. | New York. | 1869 | ... | | |
| 2d Mortgage..... | 821,000 | 7 | May & Nov. | New York. | 1886 | 50 | 1st Mortgage of 1854..... | 740,000 | 7 | May & Nov. | " | 1869 | ... | |
| Income Bonds..... | 1,243,000 | 7 | " | " | 1881 | ... | Rockville Extension 1st Mort. | 150,000 | 7 | Feb. & Aug. | " | " | 1881 | ... |
| Columbus and Hocking Valley: | | | | | | Fall River, Warren & Providence: | | | | | | | | |
| 1st Mortgage..... | 262,500 | 7 | Jan. & July. | New York. | 1897 | ... | 1st Mortgage..... | 200,000 | 7 | — & — | Providence. | 18 | ... | |
| Consol. 2d Mortgage skg fund..... | 5,000,000 | 7 | Feb. & Aug. | " | 1900 | ... | 1st Mortgage guaranteed..... | 100,000 | 6 | — & — | Princeton. | 18 | ... | |
| Columbus and Xenia: | | | | | | Flint and Pere Marquette: | | | | | | | | |
| 1st Mortgage for \$500,000..... | 248,000 | 7 | March & Sept. | Columbus. | 1890 | ... | 1st Mortgage..... | 1,520,500 | 7 | — & — | New York. | 18 | ... | |
| Connecticut and Passumpsic Riv.: | | | | | | Galena & Chic. Union (C.N. & W.): | | | | | | | | |
| 1st Mortgage sinking fund..... | 500,000 | 6 | June & Dec. | Boston. | 1876 | 94 $\frac{1}{2}$ | 1st Mortgage..... | 1,807,000 | 7 | Feb. & Aug. | New York. | 1882 | 99 | |
| Notes of '64 and '67, first..... | 295,000 | 7 | " | " | 1877 | 100 | 2d Mortgage..... | 1,985,000 | 7 | May & Nov. | " | 1875 | 92 | |
| Connecticut River: | | | | | | Georgia: | | | | | | | | |
| 1st Mortgage..... | 250,000 | 6 | March & Sept. | Boston. | 1878 | 98 | Bonds..... | 592,000 | 7 | J. & J. | Augusta. | 70'-75 | ... | |
| Connecting: | | | | | | Grand Rapids and Indiana: | | | | | | | | |
| 1st Mortgage guaranteed..... | 1,000,000 | 6 | Jan. & July. | Philadelphia. | 1896 | 83 | 1st Mortgage..... | 167,000 | 7 | Jan. & July. | New York. | 1886 | ... | |
| Cumberland and Pennsylvania: | | | | | | Grand River Valley: | | | | | | | | |
| 1st Mortgage for \$1,000,000..... | 875,000 | 6 | March & Sept. | New York. | 1891 | ... | 1st Mortgage, guaranteed..... | 1,000,000 | 7 | Jan. & July. | New York. | 1886 | ... | |
| 2d Mortgage sinking fund..... | 799,000 | 6 | May & Nov. | " | 1885 | ... | Grand Trunk (Ca.): | | | | | | | |
| Cumberland Valley: | | | | | | 1st Preference Bonds..... | 12,573,861 | 5* | Jan. & July. | London. | 18 | ... | | |
| 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | ... | 2d Preference Bonds..... | 7,355,986 | 5* | " | " | 18 | ... | |
| 2d Mortgage..... | 109,500 | 8 | " | " | 1904 | ... | 3d Preference Stock..... | 3,414,094 | 4* | " | " | 18 | ... | |
| Danbury and Norwalk: | | | | | | 4th Preference Stock..... | 26,592,860 | 4* | " | " | " | 18 | ... | |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1890 | ... | Equipment Bonds..... | 2,433,333 | 6* | April & Oct. | " | " | 18 | ... |
| Danv., Urbana, Blooming & Pekin: | | | | | | Postal and Military bonds..... | 5,340,000 | var | Feb. & Aug. | " | " | 18 | ... | |
| 1st Mortgage sinking fund..... | 2,000,000 | 7 | Jan. & July. | New York. | 1908 | ... | Great Western of Canada: | | | | | | | |
| Dayton and Michigan: | | | | | | Government Loan £573,688..... | 2,782,387 | 6* | — & — | Ottawa. | | ... | | |
| 1st Mortgage sinking fund..... | 2,302,000 | 7 | Jan. & July. | New York. | 1881 | ... | Mortgage Bonds £615,200..... | 2,983,720 | 6* | — & — | London. | 73'-76 | ... | |
| 2d Mortgage..... | 642,000 | 7 | March & Sept. | " | 1884 | ... | Mortgage Bonds £547,000..... | 2,652,950 | 6* | — & — | " | 77'-78 | ... | |
| 3d Mortgage..... | 700,000 | 7 | April & Oct. | " | 1888 | ... | Stock Debentures £46,700..... | 226,500 | 5* | — & — | " | irred. | ... | |
| Dayton and Union: | | | | | | Great Western of Illinois: | | | | | | | | |
| 1st Mortgage, registered..... | 149,000 | 7 | March & Sept. | New York. | 1879 | ... | 1st Mortgage (W. Div.)..... | 1,000,000 | 10 | April & Oct. | New York. | 1868 | 105 | |
| 2d Mortgage..... | 135,000 | 7 | June & Dec. | " | 1879 | ... | 1st Mortgage (E. Div.)..... | 45,000 | 7 | Feb. & Aug. | " | 1888 | ... | |
| Income Bonds..... | 252,445 | 6 | " | " | 1879 | ... | 1st Mortgage (General)..... | 1,455,000 | 7 | " | " | 1888 | 89 | |
| Dayton and Western: | | | | | | 2d Mortgage..... | 2,500,000 | 7 | May & Nov. | " | " | 1893 | 85 $\frac{1}{2}$ | |
| 1st Mortgage..... | 275,000 | 7 | March & Sept. | New York. | 1882 | ... | Greenville and Columbia: | | | | | | | |
| 2d Mortgage..... | 463,000 | 6 | Jan. & July. | " | 1905 | ... | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1886 | ... | |
| Delaware: | | | | | | Hannibal and St. Joseph: | | | | | | | | |
| 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | ... | Land Mortgage..... | 1,900,000 | 7 | April & Oct. | New York. | 1881 | 105 | |
| Guaranteed Bonds..... | 100,000 | 6 | " | " | 1875 | ... | Convertible bonds..... | 800,000 | 7 | Jan. & July. | " | 1883 | ... | |
| State Loan..... | 170,000 | 6 | " | " | 1876 | ... | Eight per cent. Loan..... | 860,000 | 8 | " | " | 1874 | 106 $\frac{1}{2}$ | |
| Extension Mortgage..... | 100,000 | 6 | " | " | 1880 | ... | Ten per cent. Loan..... | 1,000,000 | 10 | " | " | 1872 | ... | |
| Delaware, Lackawann. & Western: | | | | | | Ten per cent. Loan..... | 1,000,000 | 10 | " | " | " | 1869 | ... | |
| 1st Mort. (L. & W.) for \$900,000..... | 564,000 | 7 | Jan. & July. | New York. | 1871 | 100 | 1st Mort. (Quincy and Palmyra)..... | 500,000 | 8 | " | " | 1871 | ... | |
| 1st Mort. (East. Ext.) \$1,500,000..... | 1,111,000 | 7 | April & Oct. | " | 1875 | 100 | 1st Mort. (Kan. City & Cameron)..... | 1,200,000 | 10 | " | " | 1891 | 108 $\frac{1}{2}$ | |
| 2d Mort. (General) for \$2,800,000..... | 1,633,000 | 7 | March & Sept. | " | 1881 | 94 | Harrisburg and Lancaster: | | | | | | | |
| Des Moines Valley: | | | | | | 1st Mortgage, guaranteed..... | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 95 | | |
| 1st Mortgage (on 154 miles)..... | 2,310,000 | 8 | April & Oct. | New York. | 1877 | ... | 1st Mortgage..... | 927,000 | 6 | Jan. & July. | New York. | 1873 | 96 | |
| Income Bonds..... | 462,000 | 7 | Jan. & July. | " | 1884 | ... | Hartford and New Haven: | | | | | | | |
| Detroit and Milwaukee: | | | | | | 1st Mortgage..... | 45,000 | 7 | Jan. & July. | Philadelphia. | 1877 | ... | | |
| 1st Mortgage convertible..... | 2,500,000 | 7 | May & Nov. | New York. | 1875 | ... | 1st Mortgage..... | 481,000 | 7 | Jan. & July. | New York. | 1876 | ... | |
| 2d Mortgage..... | 1,000,000 | 8 | " | " | 1875 | ... | 1st Mort. (R. Island 26.32 m.)..... | 1,574,500 | 7 | Jan. & July. | Hartford. | 1876 | ... | |
| 1st Mortgage Funded Coupons..... | 628,525 | 7 | Jan. & July. | " | 1875 | ... | 1st Mort. (Connecticut 96.04 m.)..... | | | | | | | |
| 2d Mortgage Funded Coupons..... | 377,115 | 7 | May & Nov. | " | 1875 | ... | Hempfield: | | | | | | | |
| Bonds of June 30, 1866, (cond.) | 1,861,639 | 6 | " | " | 1886 | ... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1872 | ... | |
| Detroit, Mon. & Tol. (M.S. & N.I.) | | | | | | | 1st Mortgage..... | 191,000 | 7 | Jan. & July. | Bridgeport. | 1877 | ... | |
| 1st Mortgage..... | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | 92 $\frac{1}{2}$ | 2d Mortgage..... | 100,000 | 7 | Jan. & July. | " | 1885 | ... | |
| Detroit and Pontiac (Detr. & Mil.): | | | | | | | Houston and Texas Central: | | | | | | | |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1878 | ... | 1st Mortgage (L.G.) sinking fund..... | 2,600,000 | 7* | Jan. & July. | New York. | 1891 | ... | |
| 1st Mortgage..... | 150,000 | 7 | April & Oct. | " | 1878 | ... | Hudson River: | | | | | | | |
| 2d Mortgage..... | 250,000 | 8 | Feb. & Aug. | " | 1886 | ... | 1st Mortgage..... | 1,936,000 | 7 | Feb. & Aug. | New York. | 1870 | ... | |
| Dubuque and Sioux City: | | | | | | | 2d Mortgage, sinking fund..... | 2,000,000 | 7 | June & Dec. | " | 1885 | 104 | |
| 1st Mortgage (1st Division)..... | 300,000 | 7 | Jan. & July. | New York. | 1883 | 95 | 3d Mortgage..... | 183,000 | 7 | May & Nov. | " | 1875 | 102 | |
| 1st Mortgage (construction)..... | 860,000 | 7 | " | " | 1894 | ... | Huntington and Broad Top Mt.: | | | | | | | |
| Sinking Fund (convertible)..... | 1,000,000 | 7 | May & Nov. | New York. | 1888 | ... | 1st Mortgage..... | 416,000 | 7 | April & Oct. | Philadelphia. | 1870 | 91 | |
| Dubuque Southwestern: | | | | | | 1888 | ... | 2d Mortgage..... | 367,500 | 7 | Feb. & Aug. | " | 1875 | ... |
| 1st Mortgage, preferred..... | 100,000 | 7 | Jan. & July. | New York. | 1895 | ... | Consol. Mortgage..... | 887,045 | 7 | April & Oct. | " | 1895 | 27 $\frac{1}{2}$ | |
| 2d Mortgage, ordinary..... | 450,000 | 7 | " | " | 1895 | ... | Illinois Central: | | | | | | | |
| East Brandywine & Waynesburg: | | | | | | | Construction..... | 3,187,500 | 7 | April & Oct. | New York. | 1875 | 106 $\frac{1}{2}$ | |
| 1st Mortgage..... | 140,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | ... | Construction..... | 332,000 | 6 | " | " | 1875 | ... | |
| East Pennsylvania: | | | | | | | Redemption..... | 2,500,500 | 6 | " | " | 1890 | ... | |
| 1st Mortgage, sinking Fund..... | 506,900 | 7 | April & Oct. | Philadelphia. | 1888 | ... | Redemption, sterling..... | 2,500,000 | 6* | " | " | London. | 1875 | ... |
| But Tennessee and Georgia: | | | | | | | Illinois and Southern Iowa: | | | | | | | |
| Tennessee Loan (old)..... | 1,037,000 | 6 | Jan. & July. | New York. | 1882 | ... | 1st Mortgage..... | 300,000 | 7 | Feb. & Aug. | New York. | 1892 | ... | |
| Tennessee Loan (1866)..... | 430,277 | 6 | " | " | 1898 | ... | 1st Mortgage..... | 2,500,000 | 7 | Jan. & July. | New York. | 1886 | 70 | |
| Mortgage (old)..... | 640,000 | 6 | " | " | 1880 | ... | 1st Mortgage (Ind. and Cin.) | 500,000 | 7 | April & Oct. | " | 1888 | ... | |
| Mortgage (new)..... | 196,400 | 7 | " | " | 1890 | ... | 1st Mortgage..... | 1,500,000 | 7 | Jan. & July. | New York. | 1888 | ... | |
| But Tennessee and Virginia: | | | | | | | 1st Mortgage..... | 612,000 | 7 | May & Nov. | New York. | 1891 | ... | |
| Tennessee Loan (old)..... | 1,509,000 | 6 | Jan. & July. | New York. | 1888 | ... | 1st Mortgage..... | 1,961,000 | 7 | April & Oct. | New York. | 1888 | ... | |
| Tennessee Loan (1866)..... | 600,000 | 6 | " | " | 1898 | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Pavable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | | Description of Bonds. | Amount. | Rate. | Interest Payable. | | | |
|--|-----------|-------|-------------------|---------------|------------------------------------|---|--------------------------------------|---------------|-------------------|---------------|------------|---------|
| | | | When. | Where. | Due. | | | | When. | Where. | Due. | |
| Junction, Philadelphia: | | | | | | | | | | | | |
| 1st Mortgage, guaranteed..... | 800,000 | 6 | April & Oct. | Philadelphia. | 1896 | 89 | Mobile and Montgomery: | | | | | |
| Kentucky Central: | | | | | | | 1st Mortgage for \$2,500,000..... | \$..... | 8* | May & Nov. | New York. | |
| 1st Mort. (Covington & Lexington) | 128,000 | 7 | — & — | New York. | 1873 | .... | Mobile and Ohio: | | | | 1900 95 | |
| 2d Mortgage (do.)..... | 794,000 | 7 | — & — | " " 1883 | .... | 1st Mortgage, Sterling..... | 4,503,000 | 6* | May & Nov. | London. | 1882 | |
| 3d Mortgage (do.)..... | 237,000 | 7 | — & — | " " 1885 | .... | 1st Mortgage, Sterling..... | 1,669,800 | 6 | Jan. & July. | Mobile. | 1882 77 | |
| Keokuk and St. Paul: | | | | | | Tennessee Loans..... | 388,900 | 8 | May & Nov. | New York. | 1891 | |
| 1st Mortgage, sinking fund, conv. | 400,000 | 8 | May & Nov. | New York. | 1879 | 99 | Income of '61, '62, '63 and '67..... | 556,421 | 8 | May & Nov. | Mobile. | 1867 |
| Knoxville and Charleston: | | | | | | Liquidation (10 year) bonds..... | 697,900 | 8 | " " | New York. | 1876 | |
| Tenn. State Loan..... | 450,000 | 6 | Jan. & July. | New York. | 1898 | | Interest bonds..... | | 8 | " " | Mobile. | 1882 72 |
| Knoxville and Kentucky: | | | | | | Montgomery and Environs: | | | | | | |
| Tenn. State Loan (old)..... | 1,310,000 | 6 | Jan. & July. | New York. | 1890 | | 1st Mortgage, endorsed by Ala. | 129,000 | 8 | March & Sept. | New York. | 1886 |
| Tenn. State Loan (new)..... | 800,000 | 6 | " " | " " 1898 | .... | Montgomery and West Point: | | | | | | |
| Lackawanna and Bloomsburg: | | | | | | Income Bonds..... | 100,000 | 8 | Jan. & July. | New York. | 1871 | |
| 1st Mortgage..... | 900,000 | 7 | Jan. & July. | New York. | 1875 | | Income Bonds..... | 306,900 | 8 | " " | 1876 | |
| 1st Mortgage (Extension)..... | 400,000 | 7 | March & Sept. | Philadelphia. | 1885 | | Mortgage Bonds..... | 719,500 | 8 | " " | 1881 | |
| 2d Mortgage..... | 500,000 | 7 | April & Oct. | " " 1880 | .... | Morris and Essex: | | | | | | |
| 2d Mortgage (Extension)..... | 400,000 | 7 | May & Nov. | " " 1890 | .... | 1st Mortgage, Sinking Fund..... | 5,000,000 | 7 | May & Nov. | New York. | 1915 | |
| Lake Erie and Louisville: | | | | | | 2d Mortgage..... | 3,000,000 | 7 | Feb. & Aug. | " " 1891 | 100 | |
| 1st Mortgage for \$1,800,000..... | 500,000 | 7 | Jan. & July. | New York. | 1893 | Nashville and Chattanooga: | | | | | | |
| Lawrence: | | | | | | 1st Mortgage, endorsed by Tenn. | 1,569,000 | 6 | Jan. & July. | New York. | 1890 | |
| 1st Mortgage..... | 360,000 | 7 | " " | Pittsburg. | 1886 | Tenn. State Loan..... | 150,000 | 6 | " " | " " 1892 | .... |  |
| Lehigh and Lackawanna: | | | | | | Tenn. Coupons Funded..... | 426,270 | 6 | " " | " " 1892 | .... |  |
| 1st Mortgage (tax free)..... | 200,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | Nashville and Decatur: | | | | | | |
| Lehigh Valley: | | | | | | Tenn. State Loan..... | 2,445,176 | 6 | Jan. & July. | New York. | '90-'92 | |
| 1st Mort. (exchangeable for new) | 1,262,000 | 6 | May & Nov. | Philadelphia. | 1873 | Income Bonds (Tenn. and Ala.) | 205,000 | 10 | April & Oct. | Nashville. | 1870 | |
| New Mortgage, free of taxes..... | 1,917,000 | 6 | June & Dec. | " " 1898 | 98 | 2d Mortgage..... | 500,000 | 6 | " " | New York. | 1887 | |
| 1st Mortgage (Hazleton)..... | 149,500 | 6 | Jan. & July. | " " 1878 | 96 | Nashville and Northwestern: | | | | | | |
| Little Miami: | | | | | | Tenn. State Loan..... | 2,672,000 | 6 | Jan. & July. | New York. | '88-'94 | |
| 1st Mortgage..... | 1,489,000 | 6 | May & Nov. | New York. | 1883 | 2d Mortgage..... | 792,050 | 6 | " " | " " 71-'83 | .... |  |
| Cincinnati Loan..... | 100,000 | 6 | " " | Cincinnati. | 1880 | Naugatuck: | | | | | | |
| Little Rock and Fort Smith: | | | | | | 1st Mortgage, Convertible..... | 166,000 | 7 | Jan. & July. | Bridgeport. | 1876 | |
| 1st Mortgage for \$3,500,000..... | 6* | ..... |  | Boston | .... | 1st Mortgage..... | 600,000 | 7 | Jan. & July. | New York. | 18— | |
| Little Schuylkill: | | | | | | 2d Mortgage..... | 250,000 | 7 | Jan. & July. | New York. | 18— | |
| 1st Mortgage, sinking fund..... | 807,500 | 7 | April & Oct. | Philadelphia. | 1877 | 1st Mortgage..... | 250,000 | 7 | Jan. & July. | New York. | 18— | |
| Long Island: | | | | | | 2d Mortgage..... | 174,000 | 6 | Jan. & July. | Boston. | 1881 | |
| 1st Mortgage..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | New Bedford and Taunton: | | | | | | |
| Hunter's Point Extension..... | 175,000 | 7 | Feb. & Aug. | " " 1890 | .... | 1st Mortgage..... | 1,100,000 | 6* | May & Nov. | London. | 1867 | |
| Glen Cove Branch..... | 150,000 | 6 | May & Nov. | " " 1893 | .... | New Brunswick and Canada: | | | | | | |
| Louisville, Cincin. and Lexington: | | | | | | 1st Mortgage, Sterling £220,000..... | 125,000 | 7 | May & Nov. | Philadelphia. | 1882 | |
| 1st Mortgage for \$3,000,000..... | 2,628,000 | 7 | Jan. & July. | New York. | 1897 | Newcastle and Beaver Valley: | | | | | | |
| Louisville and Frankfort: | | | | | | 1st Mortgage for \$150,000..... | 29,500 | 7 | March & Sept. | " " 1877 | .... |  |
| 1st Mortgage..... | 88,000 | 6 | Jan. & July. | New York. | '70-'78 | 2d Mortgage for \$100,000..... | 300,000 | 7 | May & Nov. | New York. | 1888 | |
| Louisville Loan..... | 100,000 | 6 | " " | " " 1881 | .... | New Haven and Darby: | | | | | | |
| Louisville and Nashville: | | | | | | 1st Mortgage..... | 400,000 | 7 | May & Nov. | New York. | 1888 | |
| 1st Mortgage, Main Stem..... | 1,424,000 | 7 | Jan. & July. | New York. | '69-'77 | 2d Mortgage..... | 450,000 | 7 | Jan. & July. | New Haven. | 1860 | |
| 1st Mortgage, Memphis Branch..... | 267,000 | 7 | May & Nov. | " " 1875 | 98 | New Haven and Northampton: | | | | | | |
| 1st Mortgage, Bardstown Branch | 27,500 | 7 | Jan. & July. | " " 1870 | 96 | 1st Mortgage..... | 450,000 | 7 | Jan. & July. | New Haven. | 1860 | |
| 1st Mort. Lebanon Branch Ext. | 88,000 | 7 | May & Nov. | " " 1880 | 92 | 1st Mort. (Hamps. & Hampd.)..... | 200,000 | 6 | April & Oct. | " " 1874 | .... |  |
| Louisville Loan, Main Stem..... | 849,000 | 6 | April & Oct. | " " 1886 | .... | New Jersey: | | | | | | |
| Louisville Loan, Lebanon Br..... | 225,000 | 6 | May & Nov. | " " 1886 | .... | Company Bonds (var. issues)..... | 850,000 | 6 | Feb. & Aug. | New York. | '75-'87 98 | |
| Consolid. 1st mort. for \$8,000,000..... | 2,000,000 | 7 | " " | " " 1898 | 90 | New London Northern: | | | | | | |
| Louisville, N. Albany & Chicago: | | | | | | 1st Mortgage..... | 60,000 | 7 | Jun. & Dec. | New London. | 1875 | |
| 1st Mort. New Albany & Salem..... | 2,235,000 | 6 | — & — | New York. | 1892 | 1st Mortgage, Extension..... | 370,000 | 7 | March & Sept. | " " 1886 | .... |  |
| Macon and Brunswick: | | | | | | New Mortgage..... | 230,000 | 7 | April & Oct. | New York. | 1888 | |
| 1st Mort. endorsed by Georgia..... | 140,000 | 7 | Jan. & July. | New York. | 1881 | N. Orleans, Jackson & Gt. North: | | | | | | |
| Mahany and Broad Mountain: | | | | | | 1st Mortgage for \$3,000,000..... | 2,741,000 | 8 | Jan. & July. | New York. | 1886 | |
| 1st Mortgage..... | 250,000 | 6 | Jan. & July. | Philadelphia. | 1884 | 2d Mortgage for \$1,500,000..... | 1,157,000 | 8 | April & Oct. | " " 1890 | .... |  |
| Maine Central: | | | | | | N. Orleans, Opelousas & Gt. Wtn: | | | | | | |
| \$1,100,000 Loan..... | 1,095,600 | 6* | Feb. & Aug. | Boston. | '90-'91 | 1st Mort. construction (80 m.)..... | 1,842,000 | 8 | April & Oct. | New York. | 1889 | |
| \$400,000 Loan..... | 307,700 | 6 | June & Dec. | " " 1874 | .... | 2d Mort. (F.) for \$1,000,000 (80m.)..... | 80,000 | 8 | Jan. & July. | " " 1887 | .... |  |
| Bangor City Loan..... | 621,000 | 6 | April & Oct. | " " 1874 | .... | New York Central: | | | | | | |
| 2d Mort. (Penob. & Ken. R. R.)..... | 300,000 | 6 | Feb. & Aug. | Bangor. | 1870 | Premium, Sinking Fund Bonds..... | 5,946,639 | 6 | May & Nov. | New York. | 1883 91 | |
| Marietta and Cincinnati: | | | | | | Funding, Sinking Fund Bonds..... | 1,514,000 | 7 | Feb. & Aug. | " " 1876 | .... |  |
| 1st Mortgage..... | 2,454,342 | 7 | Feb. & Aug. | Baltimore. | 1891 | Bonds for B. & N. Falls R. R. Co. | 76,000 | 6 | May & Nov. | " " 1883 | 100 | |
| 1st Mortgage, Sterling..... | 1,050,000 | 7* | " " | London. | 1891 | Bonds for railroad stocks..... | 592,000 | 6 | " " | " " 1883 | 88 | |
| Scioto and Hocking Valley..... | 2,500,000 | 7 | May & Nov. | Baltimore. | 1896 | Bonds for real estate..... | 162,000 | 6 | " " | " " 1883 | 87 | |
| Memphis and Charleston: | | | | " " | 1896 | Bonds and mortgages..... | 58,215 | 7 | various. | " " var. | .... |  |
| Tenn. State Loan..... | 1,817,967 | 6 | Jan. & July. | New York. | 1890 | Convertible bonds..... | 210,000 | 7 | Feb. & Aug. | " " 1876 | .... |  |
| 1st Mortgage, Convertible..... | 1,293,000 | 7 | May & Nov. | " " 1880 | Renewal bonds of 1868..... | 2,900,000 | 6 | June & Dec. | " " 1887 | 91 | | |
| 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " " 1885 | New York and Flushing: | | | | | | | |
| Memphis and Little Rock: | | | | | 1st Mortgage..... | 125,000 | 7 | — & — | New York. | 18— | .... |  |
| Tenn. State, endorsements..... | 445,000 | 6 | Jan. & July. | New York. | 1890 | 2d Mortgage..... | 3,000,000 | 7 | May & Nov. | New York. | 1873 102 | |
| Mortgage (road and land)..... | 1,300,000 | 8 | May & Nov. | " " 1890 | New York and Harlem: | | | | | | | |
| Ark. State Loan..... | 900,000 | 7 | Jan. & July. | " " 1897 | 1st Mortgage of 1853..... | 1,797,000 | 7 | Feb. & Aug. | New York. | 1873 | | |
| Michigan Central: | | | | | Consolidated mortgage of 1863..... | 1,797,000 | 7 | " " | " " 1893 | .... |  |  |
| 1st Mortgage, sterling..... | 467,439 | 6* | Jan. & July. | London. | 1872 | New York and Providence & Boston: | | | | | | |
| 1st Mort. & 2d, sterling, convertible | 500,000 | 8* | March & Sept. | " " 1869 | 1st Mortgage..... | 1,059,500 | 6 | April & Oct. | New York. | 1875 97 | | |
| 1st Mortgage, dollars, convertible | 1,294,500 | 8 | " " | New York. | 1869 | 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | New York. | '73-'78 98 | |
| 1st Mortgage, dollars, convertible | 500,000 | 8 | April & Oct. | " " 1882 | Extension Bonds..... | 250,000 | 6 | May & Nov. | " " 1883 | .... |  |  |
| Consol. Sinking Fund Mortgage | 4,207,000 | 8 | " " | " " 1882 | Norfolk and Petersburg: | | | | | | | |
| Michigan Southern & North Ind. | | | | | 1st Mortgage..... | 110,500 | 7 | Jan. & July. | New York. | 1877 | | |
| 1st Mortgage, Sinking Fund..... | 8,728,000 | 7 | May & Nov. | New York. | 1885 | 2d Mortgage..... | 303,000 | 8 | " " | Norfolk. | 1872 | |
| 2d Mortgage..... | 2,088,000 | 7 | " " | " " 1877 | North Eastern: | | | | | | | |
| Detroit, Monroe & Toledo Mort. | 924,000 | 7 | Feb. & Aug. | " " 1876 | 1st Mortgage..... | 700,000 | 7 | March & Sept. | Charleston. | 1869 | | |
| Mifflin and Centre County: | | | | | 2d Mortgage for \$300,000..... | 145,000 | 7 | " " | " " 1868 | .... |  |  |
| 1st Mortgage..... | 172,500 | 6 | April & Oct. | Philadelphia. | 1885 | North Missouri: | | | | | | |
| Milwaukee & Chicago, (40 miles) : | | | | | | 1st Mortgage of 1865..... | 6,000,000 | 7 | Jan. & July. | New York. | 1895 86 | |
| 2d Mortgage, (C. & N. W. R. W.) | 182,000 | 7 | Jan. & July. | New York. | 1874 | 2d Mortgage of 1868..... | 4,000,000 | 7 | April & Oct. | " " 1888 | .... |  |
| 3d Mortgage, (" ") | 10,500 | 7 | June & Dec. | " " 1898 | North Pennsylvania: | | | | | | | |
| Milwaukee and St. Paul: | | | | | 1st Mortgage..... | 2,500,000 | 6 | Jan. & July. | Philadelphia. | 1890 98 | | |
| 1st Mortgage—370 miles..... | 5,425,000 | 7 | Jan. & July. | New York. | 1893 | 2d Mortgage..... | 360,000 | 10 | April & Oct. | " " 1887 | 111 | |
| 2d Mortgage..... | 1,330,000 | 7 | April & Oct. | " " 1884 | 3d Mortgage..... | 276,500 | 7 | May & Nov. | " " 1887 | 111 | | |
| 1st Mortgage (P. du C.)..... | 3,455,000 | 8 | Feb. & Aug. | " " 1898 | North Shore, L. L.: | | | | | | | |
| 2d Mortgage (P. du C.)..... | 736,000 | 7 | " " | " " 1898 | 1st Mortgage..... | 110,200 | 7 | Jan. & July. | New York. | 1887 | | |
| 1st Mort. (Iowa and Minn. Div.) | 5,785,000 | 7 | Jan. & July. | " " 1897 | 2d Mortgage..... | 1,500,000 | 6 | Jan. & July. | Baltimore. | 1882 | | |
| Mississippi Central: | | | | | 3d Mortgage, guaranteed..... | 1,500,000 | 6 | J. A. J. & O. | " " 1882 | .... |  |  |
| 1st Mortgage..... | 1,350,000 | 7 | May & Nov. | New York. | 1873 | 2d Mortgage, Sinking Fund..... | 2,500,000 | 6 | Jan. & July. | Baltimore. | 1882 | |
| 2d Mortgage..... | 1,997,000 | 8 | Feb. & Aug. | " " 1876 | 3d Mortgage, Sinking Fund..... | 1,223,000 | 6 | Jan. & July. | " " 1882 | .... |  |  |
| 1st Mortgage..... | 600,000 | 7 | April & Oct. | New York. | 1876 | Consol. Mort. for \$6,000,000..... | 1,874,000 | 6* | Jan. & July. | " " 1882</td | | |

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Description of Bonds. | Amount. | Rate. | Interest Payable. | |
|---|-----------|--------------|-------------------|---------------|-----------------------|---------|-------|-------------------|--------|
| | | | When. | Where. | | | | When. | Where. |
| North Carolina: | | | | | | | | | |
| Equipment Bonds of 1857..... | \$339,000 | 8 | March & Sept. | Co.'s shops. | 1867 | | | | |
| New Loan for \$800,000..... | 8 | " | " | " | 1887 | | | | |
| Norwich and Worcester: | | | | | | | | | |
| 1st Mort. (Mass. Loan) skg fund | 400,000 | 6 | Jan. & July. | Boston. | 1877 | | | | |
| Construction bonds..... | 124,500 | 7 | " | " | 1877 | | | | |
| Steamboat mortgage..... | 45,000 | 7 | Feb. & Aug | " | 1870 | | | | |
| Ogdensburg and Lake Champlain: | | | | | | | | | |
| 1st Mort. conv. into pref. stock. | 985,000 | 7 | Jan. & July. | Boston. | 1870 | 100 | | | |
| Equipment Bonds..... | 300,000 | 8 | " | " | 1869-78 | 102 | | | |
| Ohio and Mississippi: | | | | | | | | | |
| 1st Mortgage, E. Div..... | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | | | | |
| 1st Mortgage, W. Div..... | 850,000 | 7 | " | " | 1872 | 90 | | | |
| 2d Mortgage, W. Div..... | 556,000 | 7 | " | " | 1874 | | | | |
| Income, W. Div..... | 221,500 | 7 | April & Oct. | " | 1882 | | | | |
| Consolidated Mort. for \$6,000,000 | 1,652,000 | 7 | Jan. & July. | " | 1898 | | | | |
| Consolidated Mort. sterling..... | 83,420 | 7 | " | " | London. | 1898 | 87 | | |
| Oil Creek and Allegheny River: | | | | | | | | | |
| 1st Mortgage..... | 3,170,000 | 7 | May & Nov. | Philadelphia. | 1897 | 77 | | | |
| Old Colony and Newport: | | | | | | | | | |
| Company Bonds..... | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | 95 | | | |
| Company Bonds..... | 458,000 | 6 | April & Oct. | " | 1875 | 96 | | | |
| Company Bonds..... | 1,388,000 | 7 | Feb. & Aug. | " | 1877 | 103 | | | |
| Orange, Alexandria & Manassas: | | | | | | | | | |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | | | | |
| 2d Mort. (Charlotte to Lynchb.) | 1,130,500 | 6 | Jan. & July. | " | 1875 | 82 | | | |
| 3d Mort. " | 573,500 | 8 | May & Nov. | Richmond. | 1873 | 75 | | | |
| 4th Mort. " | 351,700 | 8 | March & Sept. | Alexandria. | 1890 | 82 | | | |
| 1st Mort. (general)..... | 708,000 | 7 | Jan. & July. | New York. | 1882 | 74 | | | |
| Va. State Loan..... | 249,962 | 7 | " | " | 1887 | 76 | | | |
| Omaha Valley: | | | | | | | | | |
| 1st Mortgage 5-20 years..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | | | | |
| Oswego and Rome: | | | | | | | | | |
| 1st Mort. guar. by R. W. & O. | 350,000 | 7 | May & Nov. | New York. | 1916 | | | | |
| Income..... | 200,000 | 6 | Feb. & Aug. | " | 1891 | | | | |
| Oswego and Syracuse: | | | | | | | | | |
| 1st Mortgage..... | 498,500 | 6 | May & Nov. | New York. | 1870-80 | | | | |
| 2d Mortgage..... | 375,000 | 7 | " | " | 1885 | | | | |
| Pacific of Mo.: | | | | | | | | | |
| Mortgage, construction..... | 1,500,000 | 7 | Jan. & July. | New York. | 1880 | | | | |
| St. Louis Loan..... | 700,000 | 6 | " | " | 1871-73 | 96 | | | |
| 1st (new) Mortgage..... | 7,000,000 | 6* | Feb. & Aug. | New York. | 1888 | 97 | | | |
| Panama: | | | | | | | | | |
| 1st Mortgage, Sterling..... | 93,847 | 7* | April & Oct. | London. | 1875 | | | | |
| 2d Mortgage, Sterling..... | 740,959 | 7* | Feb. & Aug. | " | 1872 | | | | |
| General Mortgage, Sterling..... | 2,899,330 | 7* | April & Oct. | " | 1897 | | | | |
| Paterson and Newark: | | | | | | | | | |
| 1st Mortgage guaranteed..... | 500,000 | 7 | Jan. & July. | New York. | 1888 | | | | |
| Pemberton and Hightstown: | | | | | | | | | |
| 1st Mortgage endorsed..... | 100,000 | 7 | — & — | New York. | 1877 | | | | |
| Peninsular (Michigan): | | | | | | | | | |
| 1st Mortgage for \$16,000 per m. | 855,000 | 7* | May & Nov. | N. Y. & Lond. | 1899 | 95 | | | |
| Pennsylvania: | | | | | | | | | |
| 1st Mort. | 4,972,000 | 6 | Jan. & July. | Philadelphia. | 1880 | | | | |
| 2d Mort. { Harrisb. to Pittsb. { | 2,584,000 | 6 | April & Oct. | " | 1875 | 104 | | | |
| 2d M. stg. | 2,283,840 | 6 | " | London. | 1875 | 101 | | | |
| General Mortgage..... | 1,545,000 | 6 | J. A. J. & O. | Philadelphia. | 1910 | | | | |
| State lien on whole property..... | 6,232,755 | 5 | April & Oct. | Harrisburg. | 1890 | | | | |
| Short Bonds and Debentures..... | 3,520,728 | 6 | J. A. J. & O. | Philadelphia. | 1893-97 | | | | |
| Pennsylvania and New York: | | | | | | | | | |
| 1st Mortgage guaranteed..... | 2,097,000 | 7 | — & — | Philadelphia. | 18— | 91 | | | |
| Pensacola and Georgia: | | | | | | | | | |
| 1st Mortgage..... | 1,185,300 | 7 | Jan. & July. | New York. | 18— | | | | |
| 1st Mortgage (Tallahassee R. R.) | 206,000 | 7 | " | " | 18— | | | | |
| 2d Mortgage..... | 255,000 | 8 | " | " | 18— | | | | |
| Peoria and Bureau Valley: | | | | | | | | | |
| 1st Mortgage..... | 600,000 | 8 | Jan. & July. | New York. | 18— | | | | |
| Peoria, Pekin and Jacksonville: | | | | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1887 | | | | |
| Perkiomen: | | | | | | | | | |
| 1st Mortgage..... | 255,000 | 6 | — & — | Philadelphia. | 18— | 80 | | | |
| Perth Amboy and Woodbridge: | | | | | | | | | |
| 1st Mortgage, guaranteed..... | 100,000 | 6 | — & — | New York. | 18— | | | | |
| Philadelphia and Baltimore Cent.: | | | | | | | | | |
| 1st Mortgage..... | 575,000 | 7 | Jan. & July. | Philadelphia. | 1876 | | | | |
| Philadelphia and Erie: | | | | | | | | | |
| 1st Mortgage (Sunbury & Erie)..... | 1,000,000 | 7 | April & Oct. | Philadelphia. | 1877 | | | | |
| 1st Mortgage (General)..... | 5,000,000 | 6 | " | " | 1881 | 101 | | | |
| 2d Mortgage..... | 4,000,000 | 6 | " | " | 1901 | 86 | | | |
| 3d Mortgage for \$3,000,000..... | 600,000 | 7 | Jan. & July. | " | 1885 | 88 | | | |
| Philadelphia, German & Norristown: | | | | | | | | | |
| Convertible Loan..... | 116,100 | 6 | Jan. & July. | Philadelphia. | 1882 | | | | |
| Philadelphia and Reading: | | | | | | | | | |
| Bonds of 1849..... | 401,600 | 6 | April & Oct. | Philadelphia. | 1870 | 103 | | | |
| Bonds of 1861..... | 106,000 | 6 | Jan. & July. | " | 1871 | 97 | | | |
| Bonds of 1856-57-44-48 and 49..... | 2,497,800 | 6 | " | " | 1880 | 95 | | | |
| Bonds of 1867, convertible..... | 171,500 | 6 | " | " | 1886 | 100 | | | |
| Bonds of 1856, Sterling..... | 182,400 | 6* | " | London. | 1880 | | | | |
| Bonds of 1856, Sterling, conv..... | 288,000 | 7* | " | " | 1872-77 | | | | |
| Bonds of 1868 for renewals..... | 477,500 | 6 | April & Oct. | " | 1893 | 82 | | | |
| Mort. bonds of '68, clear of taxes..... | 2,255,000 | 7 | " | Philadelphia. | 1893 | 103 | | | |
| Philadelphia and Trenton: | | | | | | | | | |
| 1st Mort. (Camden & Amboy)..... | 200,000 | 6 | May & Nov. | Philadelphia. | 1868 | | | | |
| Philadelphia, Wilmington & Balt.: | | | | | | | | | |
| Mortgage Loan, convertible..... | 385,000 | 6 | Jan. & July. | Philadelphia. | 1884 | 93 | | | |
| Bonds of 1866..... | 1,000,000 | 6 | April & Oct. | " | 1871-76 | 94 | | | |
| Bonds of 1867..... | 945,000 | 6 | " | " | 1887 | 94 | | | |
| Pittsburg, Cincinnati & St. Louis: | | | | | | | | | |
| 1st Mortgage, guaranteed..... | 4,005,000 | 7 | Feb. & Aug. | Philadelphia. | 1900 | | | | |
| Pittsburg and Connellsville: | | | | | | | | | |
| 1st Mort. (Turtle Creek Div.)..... | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | | | | |
| 1st Mort. (new) for \$4,000,000..... | 7 | Jan. & July. | Baltimore. | 1898 | 92 | | | | |
| Port Huron and Lake Michigan: | | | | | | | | | |
| 1st Mortgage for \$16,000 p.m..... | 1,500,000 | 7* | May & Nov. | N. Y. & Lond. | 1899 | 95 | | | |
| Potsdam and Watert. (B. W. & O.) | | | | | | | | | |
| 1st Mortgage, guaranteed..... | 511,500 | 7 | June & Dec. | New York. | 1890-91 | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | |
|--|------------|----------------|-------------------|---------------|---------|-----------------|-----------------------|---------|-------|-------------------|--------|
| | | | When. | Where. | | | | | | When. | Where. |
| Seaboard and Roanoke: | | | | | | | | | | | |
| 1st Mortgage..... | \$210,000 | 7 | — & — | New York. | 1880 | | | | | | |
| Selma and Meridian: | | | | | | | | | | | |
| 1st Mortgage..... | 79,873 | — | — & — | — & — | | | | | | | |
| 2d Mortgage..... | 52,000 | — | — & — | — & — | | | | | | | |
| 3d Mortgage..... | 665,000 | — | — & — | — & — | | | | | | | |
| Selma Rome and Dalton: | | | | | | | | | | | |
| 1st Mort. (Ala. and Tenn. River) | 888,000 | 7 | Jan. & July. | New York. | 1872 | | | | | | |
| 2d Mort. (Ala. and Tenn. River) | 241,100 | 8 | “ | “ | 1864 | | | | | | |
| Gen. Mort. (S.R.&D.) free of tax | 5,000,000 | 7 | April & Oct. | “ | 1887 | | | | | | |
| Shamokin Valley and Pottsville: | | | | | | | | | | | |
| 1st Mortgage..... | 700,000 | 7 | Feb. & Aug. | Philadelphia. | 1872 | | | | | | |
| Sheboygan and Fond Lac: | | | | | | | | | | | |
| 1st Mortgage..... | 264,000 | 7 | Feb. & Aug. | New York. | 1884 | | | | | | |
| Sioux City and Pacific: | | | | | | | | | | | |
| 1st Mortgage..... | 1,628,320 | 7 | April & Oct. | New York. | 1898 | | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 1,628,320 | 6 | Jan. & July. | “ | 1898 | | | | | | |
| Somerset and Kennebec: | | | | | | | | | | | |
| 1st Mortgage..... | 300,000 | 6 | June & Dec. | Augusta. | 1874 | | | | | | |
| 2d Mortgage..... | 250,000 | 6 | “ | “ | 1876 | | | | | | |
| Shore Line (N. H. & N. L.) | | | | | | | | | | | |
| 1st Mortgage, reconstruction..... | 55,000 | 7 | March & Sept. | New Haven. | 1880 | | | | | | |
| South Carolina: | | | | | | | | | | | |
| Sterling Bonds £462,912 ⁴ | 2,612,944 | 5 ⁶ | Jan. & July. | London. | ‘71-‘85 | | | | | | |
| Sterling Bonds £59,031 ⁴ | 282,366 | 5 ⁶ | “ | Charleston. | ‘71-‘85 | | | | | | |
| Domestic Bonds..... | 418,010 | 8 | “ | “ | ‘73-‘74 | | | | | | |
| Domestic Bonds..... | 583,500 | 7 | April & Oct. | “ | ‘69-‘72 | | | | | | |
| Domestic Bonds..... | 353,500 | 7 | Jan. & July. | “ | ‘88-‘91 | | | | | | |
| South and North Alabama: | | | | | | | | | | | |
| 1st Mort. (\$16,000 p.m.) endorsed..... | 8 | — & — | New York. | 1880 | | | | | | | |
| South Shore: | | | | | | | | | | | |
| South Side, Va.: | | | | | | | | | | | |
| 2d Mort. guar. by Petersburg..... | 300,000 | 6 | Jan. & July. | Petersburg. | ‘70-‘75 | | | | | | |
| 3d Mort. (for City Point R. R.) | 175,000 | 6 | “ | “ | ‘65-‘68 | | | | | | |
| 4th Mortgage..... | 317,000 | 6 | “ | “ | ‘70-‘72 | | | | | | |
| Consol. Mortgage..... | | 8 | “ | New York. | ‘84-‘90 | | | | | | |
| South Side, L. I.: | | | | | | | | | | | |
| 1st Mortgage..... | 750,000 | 7 | March & Sept. | New York. | 1887 | 891 | | | | | |
| South Western: | | | | | | | | | | | |
| South West Pacific: | | | | | | | | | | | |
| 1st Mort. guar. by Atl. & Pacific | 2,000,000 | 6* | Jan. & July. | New York. | 1871 | | | | | | |
| Southern Minnesota: | | | | | | | | | | | |
| 1st Mort. (10-20 yrs) \$20,000 p.m. | | 8 | Jan. & July. | New York. | 1888 | | | | | | |
| Springfield and Columbus: | | | | | | | | | | | |
| 1st Mortgage..... | 150,000 | 7 | April & Oct. | Boston. | 1880 | 90 | | | | | |
| Staten Island: | | | | | | | | | | | |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | | | | | | |
| Sterling Mountain: | | | | | | | | | | | |
| 1st Mortgage..... | 350,000 | 7 | — & — | New York. | 1874 | | | | | | |
| Sullivan: | | | | | | | | | | | |
| 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Boston. | 1875 | | | | | | |
| 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | “ | 1880 | | | | | | |
| Syracuse, Binghamton and N. Y.: | | | | | | | | | | | |
| 1st Mortgage..... | 1,720,000 | 7 | April & Oct. | New York. | 1876 | | | | | | |
| Summit Branch: | | | | | | | | | | | |
| 1st Mortgage..... | 528,000 | 6 | — & — | Philadelphia. | 1876 | 86 | | | | | |
| Sussex: | | | | | | | | | | | |
| 1st Mortgage..... | 200,000 | 6 | — & — | New York. | 18— | | | | | | |
| Tioga: | | | | | | | | | | | |
| 1st Mortgage..... | 250,500 | 7 | May & Nov. | Philadelphia. | 1872 | 91 | | | | | |
| Toledo, Peoria and Warsaw: | | | | | | | | | | | |
| 1st Mortgage (E. Div.)..... | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 86 | | | | | |
| 1st Mortgage (W. Div.)..... | 1,800,000 | 7 | Feb. & Aug. | “ | 1896 | 80 | | | | | |
| 2d Mortgage (W. Div.)..... | 1,300,000 | 7 | April & Oct. | “ | 1888 | 66 | | | | | |
| Toledo, Wabash and Western: | | | | | | | | | | | |
| 1st Mort. (Tol. & Ill. 75 m.) | 900,000 | 7 | Feb. & Aug. | New York. | 1890 | 924 | | | | | |
| 1st Mort. (L. Erie, W. & St. L. 167 m.) | 2,500,000 | 7 | “ | “ | 1890 | | | | | | |
| 2d Mort. (Tol. & Wabash 75 m.) | 1,000,000 | 5 | May & Nov. | “ | 1878 | 84 | | | | | |
| 2d Mort. (Wab. & West. 167 m.) | 1,600,000 | 7 | “ | “ | 1871 | | | | | | |
| Equipm't Bonds (T. & W. 75m.) | 600,000 | 7 | “ | “ | 1883 | 80 | | | | | |
| Consol. M. (T. & W. & W. 499 m.) | 2,332,000 | 7 | F. M. A. & N. | “ | 1907 | 83 | | | | | |
| Troy and Boston: | | | | | | | | | | | |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | | | | | | |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | “ | 1885 | | | | | | |
| 3d Mortgage..... | 650,000 | 7 | May & Nov. | “ | 1875 | | | | | | |
| Convertible Bonds..... | 325,000 | 7 | March & Sept. | “ | 1882 | | | | | | |
| Troy Union: | | | | | | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | New York. | 1873 | | | | | | |
| 2d Mortgage, guaranteed..... | 360,000 | 6 | “ | “ | 1873 | | | | | | |
| Union Pacific: | | | | | | | | | | | |
| 1st Mortgage, free..... | 27,237,000 | 6* | Jan. & July. | N.Y. & Boston | ‘96-‘99 | 82 ² | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 27,236,512 | 6 | “ | “ | ‘95-‘99 | | | | | | |
| Land Grant bonds for 10,000,000 | 9,586,000 | 7 | April & Oct. | N.Y. & Boston | ‘87-‘89 | 75 ¹ | | | | | |
| Income bonds..... | 10,000,000 | 10 | Mar. & Sept. | Boston. | ‘72-‘74 | 72 | | | | | |
| Union Pacific—Central Branch: | | | | | | | | | | | |
| 1st Mortgage..... | 1,600,000 | 6* | May & Nov. | New York. | 1895 | | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 1,600,000 | 6 | Jan. & July. | “ | 1895 | | | | | | |
| Union Pacific—Eastern Division: | | | | | | | | | | | |
| 1st Mortgage on 110 miles..... | 2,240,000 | 6* | Feb. & Aug. | New York. | 1895 | | | | | | |
| 1st Mortgage on 234 miles..... | 4,063,000 | 6 | June & Dec. | “ | 1896 | | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 6,303,000 | 6 | Jan. & June. | “ | ‘95-‘97 | | | | | | |
| 1st Mort. (Leavenworth Br.) | 600,000 | 7 | May & Nov. | “ | 1896 | | | | | | |
| Land Grant Mort. for \$500,000. | 381,000 | 7 | March & Sept. | “ | ‘71-‘76 | | | | | | |
| Income bonds \$10,000 p. m. | 4,275,350 | 7 | June 1, ‘71 | “ | 1910 | | | | | | |
| Vermont Central: | | | | | | | | | | | |
| 1st Mortgage..... | 3,000,000 | 7 | June & Dec. | Boston. | 1886 | 85 | | | | | |
| 2d Mortgage..... | 1,500,000 | 7 | “ | Philadelphia. | 1891 | 35 | | | | | |
| Equip. Loan (Vt. C. & Vt. & Co.) | 1,000,000 | 8 | May & Nov. | BOSTON | ‘77-‘89 | 103 | | | | | |
| Vermont and Massachusetts: | | | | | | | | | | | |
| 1st Mortgage..... | 550,000 | 6 | Jan. & July. | Boston. | 1883 | 92 ² | | | | | |
| Vermont Valley: | | | | | | | | | | | |
| 1st Mortgage..... | 288,000 | 7 | April & Oct. | New York. | 1860 | | | | | | |
| 1st Mortgage..... | 114,000 | 6 | “ | Boston. | 1860 | | | | | | |
| 2d Mortgage..... | 268,200 | 7 | “ | New York. | 1859 | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running does (—) signify "not serviceable." Land Grant Railroads are printed in "italic." State and Railroads are distinguished by a "x."

Abstract of General Balance Sheet.

| Category | Description | Value |
|------------|---------------|-------|
| General | Balance Sheet | |
| Operations | Earnings | |
| Value | Operations | |

| Abstract of General Balance Sheet. | | | | | | | | | |
|------------------------------------|--|-----------------|--|-------------------|--|--|--|--|--|
| Property and Assets. | | Liabilities. | | Operations. | | | | | |
| Railroad. | | Surplus Income. | | Carried one mile. | | | | | |
| Dividends. | | Net. | | Freight. | | | | | |
| Market. | | Gross. | | Passenger. | | | | | |
| Par. | | Trains Moved. | | Tons. | | | | | |
| Dividends. | | M. | | M. Number. | | | | | |
| Net. | | M. | | Tons. | | | | | |
| Gross. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
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| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
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| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| Dividends. | | M. | | M. | | | | | |
| Market. | | M. | | M. | | | | | |
| Par. | | M. | | M. | | | | | |
| | | | | | | | | | |

RAILROAD SHARE LIST. including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Abstract of General Balance Sheet.

| of Shares | | Market Par. | | Dividends. | | Net. | | | | | |
|---------------------------|--|-----------------------|--|------------|--|----------|--|-------------------|--|----|--|
| | | | | Gross. | | Freight. | | Carried one mile. | | | |
| | | Passen- gers. | | Tons. | | M. | | M. | | M. | |
| Trains Moved. | | | | Number. | | | | | | | |
| Railroad Operated. | | | | M. | | M. | | M. | | M. | |
| | | Surplus Income. | | | | | | | | | |
| | | Accounts. | | | | | | | | | |
| | | Bonds. | | | | | | | | | |
| | | Stocks. | | | | | | | | | |
| Property and Assets. | | Liabilities. | | | | | | | | | |
| | | Accounts and Cash. | | | | | | | | | |
| | | Assets. | | | | | | | | | |
| | | Rolling Stock. | | | | | | | | | |
| Railroad. | | | | | | | | | | | |
| | | Companies. | | | | | | | | | |
| | | Freight. | | | | | | | | | |
| Cars. | | B. M. E. | | | | | | | | | |
| | | Pass. | | | | | | | | | |
| | | Engines. | | | | | | | | | |
| Railroad in progress. | | | | | | | | | | | |
| 2d. Track and Sidings. | | | | | | | | | | | |
| Branch Line. | | M. | | M. | | M. | | M. | | M. | |
| | | Main Line. | | | | | | | | | |
| | | Years Sailing | | | | | | | | | |
| | | Freight. | | | | | | | | | |
| | | B. M. E. | | | | | | | | | |
| | | Pass. | | | | | | | | | |
| | | Engines. | | | | | | | | | |
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| 1281 | | | | | | | | | |
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| 2,084,486 482,134 | | | | | | | | | |
| 1,132,721,731 463,114 | | | | | | | | | |
| 67,771,463 5,255,295,048 | | | | | | | | | |
| 99,636,404,631 5,255,295,048 | | | | | | | | | |
| 3,150,000 3,988,439 | | | | | | | | | |
| 991,064 133,476 | | | | | | | | | |
| 86,788 415,407 | | | | | | | | | |
| 5,000,000 7,005,500 | | | | | | | | | |
| 300,167 502,562,682 | | | | | | | | | |
| 1,100,000 4,905,000 | | | | | | | | | |
| 825,400 3,988,439 | | | | | | | | | |
| 365,345 367,773 | | | | | | | | | |
| 3,218 3,988,439 | | | | | | | | | |
| 381,000 171,077 | | | | | | | | | |
| 7,500,000 150,000 | | | | | | | | | |
| 100,000 100,000 | | | | | | | | | |
| 2,084,486 482,134 | | | | | | | | | |
| 1,132,721,731 463,114 | | | | | | | | | |
| 67,771,463 5,255,295,048 | | | | | | | | | |
| 99,636,404,631 5,255,295,048 | | | | | | | | | |
| 3,150,000 3,988,439 | | | | | | | | | |
| 991,064 133,476 | | | | | | | | | |
| 86,788 415,407 | | | | | | | | | |
| 5,000,000 7,005,500 | | | | | | | | | |
| 300,167 502,562,682 | | | | | | | | | |
| 1,100,000 4,905,000 | | | | | | | | | |
| 825,400 3,988,439 | | | | | | | | | |
| 365,345 367,773 | | | | | | | | | |
| 3,218 3,988,439 | | | | | | | | | |
| 381,000 171,077 | | | | | | | | | |
| 7,500,000 150,000 | | | | | | | | | |
| 100,000 100,000 | | | | | | | | | |
| 2,084,486 482,134 | | | | | | | | | |
| 1,132,721,731 463,114 | | | | | | | | | |
| 67,771,463 5,255,295,048 | | | | | | | | | |
| 99,636,404,631 5,255,295,048 | | | | | | | | | |
| 3,150,000 3,988,439 | | | | | | | | | |
| 991,064 133,476 | | | | | | | | | |
| 86,788 415,407 | | | | | | | | | |
| 5,000,000 7,005,500 | | | | | | | | | |
| 300,167 502,562,682 | | | | | | | | | |
| 1,100,000 4,905,000 | | | | | | | | | |
| 825,400 3,988,439 | | | | | | | | | |
| 365,345 367,773 | | | | | | | | | |
| 3,218 3,988,439 | | | | | | | | | |
| 381,000 171,077 | | | | | | | | | |
| 7,500,000 150,000 | | | | | | | | | |
| 100,000 100,000 | | | | | | | | | |
| 2,084,486 482,134 | | | | | | | | | |
| 1,132,721,731 463,114 | | | | | | | | | |
| 67,771,463 5,255,295,048 | | | | | | | | | |
| 99,636,404,631 5,255,295,048 | | | | | | | | | |
| 3,150,000 3,988,439 | | | | | | | | | |
| 991,064 133,476 | | | | | | | | | |
| 86,788 415,407 | | | | | | | | | |
| 5,000,000 7,005,500 | | | | | | | | | |
| 300,167 502,562,682 | | | | | | | | | |
| 1,100,000 4,905,000 | | | | | | | | | |
| 825,400 3,988,439 | | | | | | | | | |
| 365,345 367,773 | | | | | | | | | |
| 3,218 3,988,439 | | | | | | | | | |
| 381,000 171,077 | | | | | | | | | |
| 7,500,000 150,000 | | | | | | | | | |
| 100,000 100,000 | | | | | | | | | |
| 2,084,486 482,134 | | | | | | | | | |
| 1,132,721,731 463,114 | | | | | | | | | |
| 67,771,463 5,255,295,048 | | | | | | | | | |
| 99,636,404,631 5,255,295,048 | | | | | | | | | |
| 3,150,000 3,988,439 | | | | | | | | | |
| 991,064 133,476 | | | | | | | | | |
| 86,788 415,407 | | | | | | | | | |
| 5,000,000 7,005,500 | | | | | | | | | |
| 300,167 502,562,682 | | | | | | | | | |
| 1,100,000 4,905,000 | | | | | | | | | |
| 825,400 3,988,439 | | | | | | | | | |
| 365,345 367,773 | | | | | | | | | |
| 3,218 3,988,439 | | | | | | | | | |
| 381,000 171,077 | | | | | | | | | |
| 7,500,000 150,000 | | | | | | | | | |
| 100,000 100,000 | | | | | | | | | |
| 2,084,486 482,134 | | | | | | | | | |
| 1,132,721,731 463,114 | | | | | | | | | |
| 67,771,463 5,255,295,048 | | | | | | | | | |
| 99,636,404,631 5,255,295,048 | | | | | | | | | |
| 3,150,000 3,988,439 | | | | | | | | | |
| 991,064 133,476 | | | | | | | | | |
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| 2,084,486 482,134 | | | | | | | | | |
| 1,132,721,731 463,114 | | | | | | | | | |
| 67,771,463 5,255,295,048 | | | | | | | | | |
| 99,636,404,631 5,255,295,048 | | | | | | | | | |
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| 300,167 502,562,682 | | | | | | | | | |
| 1,100,000 4,905,000 | | | | | | | | | |
| 825,400 3,988,439 | | | | | | | | | |
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| 3,218 3,988,439 | | | | | | | | | |
| 381,000 171,077 | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in *Italics*. Side-aid Railroads are distinguished by a *W.*

Abstract of General Balance Sheet.

| Railroad. | Property and Assets. | | Liabilities. | | Operations. | | Earnings. | |
|----------------|----------------------|----------------|--|-----------|-----------------|------------|-----------|-----------------|
| | Railroad. | Rolling Stock. | Accounts and Cash. | Bonds. | Surplus Income. | Passenger. | Freight. | Gross. |
| Years ending | M. M. | M. | M. | M. | M. | M. | M. | Value of Shares |
| Sept. 30, 1869 | 1,869 | 21 | 31 Spartanburg and Union * South Carolina. | 751,236 | 641,682 | 112,680 | 1,988,665 | 2,089,409 |
| Dec. 31, 1869 | 65,0 | 6 | 150 Springfield, Md. Vernon & Pitts. Ohio. | 1,500,000 | 1,500,000 | 125,000 | 1,614,000 | 21,762 |
| Sept. 30, 1869 | 13,0 | 2,9 | 6 Staten Island * New York. | 640,979 | 700,000 | 200,000 | 1,860,000 | 100 |
| Sept. 30, 1869 | 13,0 | 0,4 | 21 Stonington and Portland * New England. | 602,168 | 800,000 | 350,000 | 1,270,707 | 2,978,240 |
| Nov. 30, 1869 | 7,4 | 1,0 | 21 Stonington and Portland * New England. | 444,900 | 442,700 | 442,700 | 7,6 | 10,977 |
| Nov. 30, 1869 | 21,9 | 1,3 | 21 Stonington and Portland * New England. | 267,284 | 987,700 | 200,000 | 20,211 | 27,790 |
| Nov. 30, 1869 | 18,2 | 0,9 | 22 Stony Brook and Erie * Pennsylvania. | 600,000 | 1,000,000 | 1,000,000 | 120 | 40,000 |
| Oct. 31, 1869 | 10,6 | 1,6 | 22 Sullivan and Erie * Pennsylvania. | 463,944 | 254,189 | 200,000 | 81,176 | 11,176 |
| Dec. 31, 1869 | 12,0 | 0,4 | 22 Susquehanna, Binghamton and New York, N.Y. | 463,900 | 1,000,000 | 1,000,000 | 120 | 40,000 |
| Sept. 30, 1869 | 81,0 | 10,8 | 23 Susquehanna, Binghamton and New York, N.Y. | 463,900 | 1,000,000 | 1,000,000 | 81,0 | 27,077 |
| Sept. 30, 1869 | 11,1 | 0,8 | 24 Syracuse & Chenango Valley * New York. | 308,060 | 307,777 | 25,000 | 147,010 | 1,707,040 |
| Nov. 30, 1869 | 30,0 | 4 | 24 Syracuse & Chenango Valley * New York. | 307,777 | 250,700 | 250,700 | 61,1446 | 18,001 |
| Jun. 30, 1869 | 11,0 | 2,6 | 25 Tanton Branch * New York. | 321,000 | 654,000 | 2,620,000 | 1,970,048 | 100 |
| Oct. 31, 1869 | 74,0 | 1,0 | 25 Tanton Branch * New York. | 321,000 | 654,000 | 2,620,000 | 1,970,048 | 100 |
| Oct. 31, 1869 | 18,9 | 1,3 | 26 Terre Haute and Indianapolis * Indiana. | 845,402 | 1,157,175 | 186,234 | 346 | 1,164,428 |
| Oct. 31, 1869 | 18,2 | 0,9 | 26 Terre Haute and Indianapolis * Indiana. | 845,402 | 1,157,175 | 186,234 | 346 | 1,164,428 |
| Dec. 31, 1869 | 10,6 | 1,6 | 27 Peoria and Waukegan * Illinois. | 4,100 | 1,000,000 | 1,000,000 | 120 | 40,000 |
| Dec. 31, 1869 | 12,0 | 0,4 | 27 Peoria and Waukegan * Illinois. | 4,100 | 1,000,000 | 1,000,000 | 120 | 40,000 |
| Sept. 30, 1869 | 81,0 | 12,0 | 28 Peoria and Waukegan * Illinois. | 4,100 | 1,000,000 | 1,000,000 | 81,0 | 27,077 |
| Sept. 30, 1869 | 11,1 | 0,8 | 29 Peoria and Waukegan * Illinois. | 4,100 | 1,000,000 | 1,000,000 | 81,0 | 27,077 |
| Nov. 30, 1869 | 30,0 | 4 | 30 Peoria and Waukegan * Illinois. | 294,905 | 1,078,807 | 239,941 | 8,700,000 | 15,729,000 |
| Oct. 31, 1869 | 74,0 | 1,0 | 30 Peoria and Waukegan * Illinois. | 294,905 | 1,078,807 | 239,941 | 8,700,000 | 15,729,000 |
| Oct. 31, 1869 | 30,6 | 1,3 | 31 Peoria and Waukegan * Illinois. | 294,905 | 1,078,807 | 239,941 | 8,700,000 | 15,729,000 |
| Dec. 31, 1869 | 22,9 | 1,1 | 31 Peoria and Waukegan * Illinois. | 294,905 | 1,078,807 | 239,941 | 8,700,000 | 15,729,000 |
| Dec. 31, 1869 | 45,3 | 21,1 | 32 Toledo, Peoria and Waukegan * Illinois. | 114,200 | 1,940,700 | 1,940,700 | 60,966 | 522,0 |
| Dec. 31, 1869 | 45,2 | 21,1 | 32 Toledo, Peoria and Waukegan * Illinois. | 114,200 | 1,940,700 | 1,940,700 | 60,966 | 522,0 |
| Sept. 30, 1869 | 36,0 | 8,8 | 33 Troy and Greenbush * New York. | 2,265,763 | 2,744,000 | 1,877,000 | 607,111 | 1,877,000 |
| Sept. 30, 1869 | 36,0 | 0,0 | 33 Troy and Greenbush * New York. | 2,265,763 | 2,744,000 | 1,877,000 | 607,111 | 1,877,000 |
| Sept. 30, 1869 | 36,0 | 0,0 | 34 Troy and Greenfield * Massachusetts. | 2,265,763 | 2,744,000 | 1,877,000 | 607,111 | 1,877,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 34 Troy and Greenfield * Massachusetts. | 2,265,763 | 2,744,000 | 1,877,000 | 607,111 | 1,877,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 35 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 35 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 36 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 36 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 37 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 37 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 38 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 38 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 39 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 39 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 40 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 40 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 41 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 41 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 42 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 42 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 43 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 43 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 44 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 44 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 45 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 45 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 46 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 46 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 47 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 47 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 48 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 49 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 50 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 51 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 52 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 53 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 54 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 55 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 56 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 57 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 58 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 59 Union Pacific (Central Branch) * Nebraska, & C. Kansas. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 60 Western and Atlantic * Georgia. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 61 Western and Atlantic * Georgia. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 62 Western and Atlantic * Georgia. | 914,069 | 6,691,600 | 6,691,600 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 63 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 64 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 65 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 66 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 67 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 68 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 69 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 70 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 71 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 72 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 73 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 74 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 75 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 76 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,925,016 | 49,114 | 60,000 |
| Sept. 30, 1869 | 36,0 | 1,4 | 77 Western Maryland * Maryland. | 8,7 | 1,925,016 | 1,9 | | |

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

| Years Pending | Length equiv. single track | Horses & Dummers. | Cars & Wagons. | COMPANIES. | | | | Cost of Road and Equipment. | Share Capital. | Indebtedness. | Earnings. | Dividends on Paid Capital. | Value of Shares. | | |
|------------------|----------------------------------|----------------------|-------------------|---------------------------------------|-----------|----------------|-----------------|--------------------------------|------------------|---------------|-----------|-------------------------------|---------------------|-----|-----|
| | | | | No. | No. | Share Capital. | Bonded Debt. | Floating Debt. | Gross. | Net. | | | | | |
| Sept. 30, '69 | 7.25 | 94 | 14 | Albany ... N.Y. | 160,300 | 99,300 | 40,000 | 5,000 | 78,817 | 21,467 | 100 | 100 | 100 | 100 | |
| Nov. 30, '69 | 1.06 | 49 | 15 | Albany st. Freight (Bton). Mass. | 49,749 | 150,000 | | 4,377 | 3,404 | Loss. | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 3.41 | 11 | 16 | Allentown ... Pa. | 27,730 | 30,814 | | 11,900 | 9,059 | 2,372 | 100 | 100 | 100 | 100 | |
| Dec. 31, '69 | 31.00 | 479 | 78 | Baltimore City ... Md. | | | | | 480,046 | 0 | 100 | 100 | 203 | | |
| Sept. 30, '69 | 22.00 | 400 | 50 | Bleek. st. & F.F. (N.Y.C.) N.Y. | 1,762,725 | 900,000 | 694,000 | 23,300 | 334,039 | 53,267 | 100 | 100 | 100 | 100 | |
| Nov. 30, '69 | 2.58 | 100 | 51 | Boston and Chelsea ... Mass. | 110,000 | 110,000 | | | 8,800 | 64 | 100 | 100 | 381 | | |
| Nov. 30, '69 | 3.06 | 100 | 52 | Boston & West Roxbury. Mass. | 41,000 | 41,000 | | | | | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 10.78 | 185 | 53 | Broadway (Brooklyn) ... N.Y. | 502,050 | 200,000 | 100,000 | 11,206 | 126,662 | 20,581 | 80 | 100 | 100 | 100 | |
| Sept. 30, '69 | 16.00 | 775 | 108 | B'way & 7th Av. (N.Y.C.) N.Y. | 523,895 | 2,100,000 | 1,500,000 | 100,000 | 714,423 | 232,733 | 40 | 100 | 100 | 100 | |
| Sept. 30, '69 | 7.00 | 100 | 109 | Brooklyn; Bath & Coney I.N.Y. | 170,789 | | 80,000 | | 30,158 | Loss. | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 72.00 | 1321 | 1271 | Brooklyn City ... N.Y. | 1,957,420 | 1,500,000 | 300,000 | 85,000 | 1,282,132 | 327,466 | 12.0 | 100 | 100 | 100 | |
| Sept. 30, '69 | 11.00 | 178 | 1272 | Brooklyn City & Newtown. N.Y. | 600,000 | 598,000 | 4,000 | 34,438 | 134,615 | 21,990 | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 19.25 | 22 | 1273 | B'klyn. Prop. P. & Flath. N.Y. | 587,944 | 261,400 | 278,000 | | 72,720 | 5,718 | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 4.50 | 100 | 1274 | B'klyn. Flath. & Coney Isl. N.Y. | | 10,000 | 100,000 | (Not in operation.) | | | | 100 | 100 | 100 | 100 |
| Sept. 30, '69 | 18.21 | 180 | 1275 | B'klyn street. | 327,661 | 56,000 | 316,500 | 5,457 | 160,462 | 18,957 | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 11.50 | 87 | 1276 | Bushwick (Brooklyn) ... N.Y. | 307,348 | 282,200 | 20,000 | 20,056 | 76,850 | Loss. | 100 | 100 | 100 | 100 | |
| Nov. 30, '69 | 2.52 | 100 | 1277 | Cambridge (Boston) ... Mass. | 734,670 | 727,500 | 150,000 | 94 | | 71,500 | 90 | 100 | 100 | 98 | |
| Sept. 30, '69 | 1.76 | 20 | 1278 | Central City (Syracuse) ... N.Y. | 29,714 | 21,130 | 6,000 | | 18,264 | 6,220 | 7.0 | 100 | 100 | 100 | |
| Sept. 30, '69 | 36.00 | 731 | 1279 | Cen. P. & N.E.R. (N.Y.C.) N.Y. | 1,627,021 | 1,068,400 | 626,000 | 76,052 | 588,724 | 18,997 | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 8.43 | 200 | 1280 | Citizens' (10th & 11th st.) (Ph.) Pa. | 179,636 | 192,750 | | | 240,293 | 61,318 | 304 | 50 | 194 | 194 | |
| Oct. 31, '69 | 9.08 | 139 | 1281 | Citizens' (Pittsburg) ... Pa. | 284,427 | 184,000 | 50,000 | 7,700 | 145,568 | 88,078 | 19 | 50 | 44 | 44 | |
| Sept. 30, '69 | 8.00 | 212 | 1282 | Coney Island (Brooklyn) ... N.Y. | 647,384 | 500,000 | 214,000 | 29,131 | 144,947 | 18,067 | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 22.79 | 808 | 1283 | Dry Dock, E.B. & (N.Y.C.) N.Y. | 359,180 | 1,200,000 | | | 735,500 | 180,104 | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 3.50 | 100 | 1284 | Dunkirk and Fredonia ... N.Y. | 42,643 | 34,825 | | | 1,337 | 8,490 | 4,162 | 8 | 100 | 100 | |
| Oct. 31, '69 | 1.04 | 12 | 1285 | Easton and S. Easton ... Pa. | 25,230 | 29,552 | | | 8,561 | 1,267 | 24 | 25 | 20 | 20 | |
| Sept. 30, '69 | 19.00 | 861 | 1286 | Eighth Avenue (N.Y.C.) N.Y. | 1,527,022 | 1,000,000 | 208,000 | | 856,447 | 200,354 | 12.0 | 100 | 100 | 100 | |
| Oct. 31, '69 | 2.26 | 18 | 1287 | Erie City ... Conn. | 32,915 | 18,550 | 17,272 | | 12,444 | 2,749 | 50 | 9 | 9 | 9 | |
| Sept. 30, '69 | 2.70 | 10 | 1288 | Fifth Ward (Syracuse) ... N.Y. | 48,361 | 29,285 | 10,000 | | 10,408 | 456 | 10 | 100 | 100 | 100 | |
| Sept. 30, '69 | 9.03 | 100 | 1289 | 42d st. & 47th st. (F.N.Y.C.) N.Y. | 1,052,471 | 748,000 | 200,000 | | 376,903 | 112,240 | 10.0 | 100 | 100 | 100 | |
| Oct. 31, '69 | 16.36 | 273 | 1290 | Frankford and Southwark (Ph.) Pa. | 762,441 | 491,750 | 168,000 | | 308,138 | 61,710 | 62 | 50 | 49 | 49 | |
| Sept. 30, '69 | 3.25 | 22 | 1291 | Genesee & Water st. (Syr.) N.Y. | 50,053 | 42,500 | 12,700 | 2,000 | 12,598 | 545 | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 34.25 | 260 | 1292 | Germantown (Phila.) ... Pa. | 562,270 | 307,545 | 350,000 | | 348,021 | 128,493 | 194 | 50 | 15 | 28 | |
| Oct. 31, '69 | 5.40 | 135 | 1293 | Grad College (Phila.) ... Pa. | 173,657 | 170,000 | | | 136,885 | 35,507 | 10 | 50 | 17 | 33 | |
| Sept. 30, '69 | 8.00 | 100 | 1294 | Grand st. & Middle Vil. N.Y. | 75,000 | 125,000 | 100,000 | | 37,890 | 10,205 | 100 | 100 | 100 | 100 | |
| Sept. 30, '69 | 5.50 | 90 | 1295 | Grand st. & Newtown (Bk'n) N.Y. | 200,000 | 170,000 | 30,000 | | 82,066 | 7,093 | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 5.09 | 198 | 1296 | Green and Coates (Phila.) Pa. | 239,746 | 160,000 | 100,000 | | 176,078 | 39,569 | 7.0 | 50 | 15 | 39 | |
| Sept. 30, '69 | 10.00 | 107 | 1297 | Harlin Br. & F'dham. N.Y. | 255,225 | 114,010 | 130,000 | 8,000 | 72,802 | 4,770 | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 2.14 | 11 | 1298 | Harrisburg City ... Pa. | 60,111 | 41,995 | 9,950 | 1,955 | 7,280 | 222 | 25 | 24 | 24 | 24 | |
| Dec. 31, '69 | 9.00 | 19 | 1299 | Hartford & Wethersfield Conn. | 180,000 | 180,000 | | | | | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 14.10 | 339 | 1300 | Heat, Mant. & F'mount (Ph.) Pa. | 470,619 | 306,390 | 164,400 | 1,500 | 283,927 | 63,060 | 24 | 50 | 7 | 147 | |
| Dec. 31, '69 | 1.68 | 100 | 1301 | Hoboken and Weehawken N.J. | | | | | | | | | | | |
| Sept. 30, '69 | 2.50 | 100 | 1302 | Hudson Av. (Brooklyn) ... N.Y. | 161,535 | 106,700 | 74,000 | 9,272 | | | 100 | 100 | 100 | 100 | |
| Dec. 31, '69 | 10.47 | 100 | 1303 | Jersey City & Bergen Point N.J. | | | | | | | | | | | |
| Sept. 30, '69 | 3.56 | 27 | 1304 | Kingston and Rondout ... N.Y. | 77,494 | 75,000 | | | 22,390 | 2,406 | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 5.20 | 113 | 1305 | Lombard and South st. (Ph.) Pa. | 118,862 | 90,000 | 62,500 | 11,462 | 78,378 | 5,258 | 25 | 9 | 9 | 9 | |
| Nov. 30, '69 | 4.04 | 49 | 1306 | Lowell Horse ... Mass. | 70,000 | 55,530 | | | 31,469 | 6,385 | 2.0 | 100 | 100 | 100 | |
| Nov. 30, '69 | 12.61 | 225 | 1307 | Lynn and Boston ... Mass. | 274,331 | 200,000 | 50,000 | 41,952 | 166,762 | 14,010 | 100 | 100 | 100 | 20 | |
| Nov. 30, '69 | 3.75 | 100 | 1308 | Malden and Melrose (Bttn). Mass. | 60,284 | 49,224 | | | oper. M. diesex. | | 100 | 100 | 100 | 100 | |
| Nov. 30, '69 | 1.00 | 100 | 1309 | Marginal Freight (Boston). Mass. | 190,646 | 119,000 | | | 13,679 | | | | | | |
| Nov. 30, '69 | 3.34 | 100 | 1310 | Meaford & Charlest. (Bttn). Mass. | 36,600 | 21,000 | 4,500 | | oper. M. diesex. | | 100 | 100 | 100 | 100 | |
| Nov. 30, '69 | 5.11 | 89 | 1311 | Merrimac Valley ... Mass. | 42,468 | 50,000 | | | 6,201 | 28,732 | Loss. | 100 | 100 | 100 | |
| Sept. 30, '69 | 8.00 | 68 | 1312 | Metropolitan (Brooklyn) ... N.Y. | 361,500 | 194,000 | 101,900 | 7,000 | 34,108 | 6,299 | 100 | 100 | 100 | 100 | |
| Nov. 30, '69 | 44.18 | 914 | 1313 | Metropolitan (Boston) ... Mass. | 1,694,499 | 1,250,000 | | | 233,457 | 821,382 | 134,567 | 10.0 | 100 | 100 | 100 |
| Nov. 30, '69 | 7.12 | 244 | 1314 | Middlesex (Boston) ... Mass. | 522,202 | 400,000 | 90,028 | 43,331 | 229,060 | 28,123 | 3.0 | 100 | 100 | 100 | |
| Sept. 30, '69 | 12.20 | 172 | 1315 | Ninth Avenue (N.Y. City) N.Y. | 474,198 | 797,320 | 167,000 | | 110,179 | 3,330 | | 100 | 100 | 100 | |
| Nov. 30, '69 | 3.31 | 16 | 1316 | Northampton & Wmburg. Mass. | 300,000 | 300,000 | | | 2,608 | 9,757 | Loss. | 100 | 100 | 100 | |
| Nov. 30, '69 | 2.11 | 7 | 1317 | North Woburn (Boston) ... Mass. | 27,862 | 20,000 | 8,000 | 4,090 | 6,772 | 1,313 | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 7.25 | 81 | 1318 | Oakland & E. Liberty (Ph.) Pa. | 118,892 | 59,500 | 17,000 | 10,500 | 47,781 | 8,482 | 50 | 50 | 50 | 50 | |
| Dec. 31, '69 | 17.29 | 167 | 1319 | Orange and Newark ... N.J. | 800,000 | 300,000 | 500,000 | | 160,088 | 29,747 | 100 | 100 | 100 | 100 | |
| Dec. 31, '69 | 8.81 | 32 | 1320 | Passenger (Cin.) ... O. | 199,000 | 100,000 | | | | | 100 | 100 | 100 | 100 | |
| Oct. 31, '69 | 9.64 | 32 | 1321 | People's street (Scranton) ... Pa. | 126,001 | 126,230 | | | 27,721 | 8,213 | 5 | 100 | 100 | 100 | |
| Oct. 31, '69 | 7.07 | 292 | 1322 | Philadelphia and Darby ... Pa. | 258,419 | 200,000 | 57,000 | | 40,434 | 13,045 | 20 | 20 | 20 | 44 | |
| Oct. 31, '69 | 5.65 | 124 | 1323 | Philadelphia and Darby ... Pa. | 258,419 | 200,000 | 57,000 | | 86,642 | 26,385 | 8 | 50 | 25 | 44 | |
| Oct. 31, '69 | 12.58 | 47 | 1324 | Philadelphia & Gray's Ferry. Pa. | 266,001 | 286,307 | 5,500 | | 401,156 | 69,582 | 10 | 50 | 50 | 50 | |
| Oct. 31, '69 | 8.26 | 153 | 1325 | Pitts. Allegheny & Manch. Pa. | 144,119 | 140,000 | 23,000 | 2,433 | 14,263 | 5,362 | 7 | 100 | 100 | 100 | |
| Dec. 31, '69 | 6.88 | 80 | 1326 | Pittsburg and Birmingham ... Pa. | 114,631 | 88,000 | 10,600 | 44,931 | 81,702 | 9,069 | 64 | 50 | 44 | 44 | |
| Oct. 31, '69 | 8.00 | 51 | 1327 | Portland ... Me. | 160,300 | 160,300 | | | 45,007 | 12,809 | 7 | 100 | 100 | 100 | |
| Sept. 30, '69 | 10.00 | 72 | 1328 | Rochester and Brighton ... N.Y. | 84,564 | 80,000 | | | | | | | | | |

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

| COMPANIES. | Amount out- standing. | Div'ds | Market Price. |
|---|-----------------------------|--------|------------------|
| | | Rate | Paid |
| RAILROAD STOCKS: | | | |
| Atlantic & Gt. West'n (O. D.) pref. | 1,919,000 | 7 | ... |
| Atlantic and St. Lawrence* guar. | 2,494,000 | 4 | 4 |
| Baltimore and Ohio, pref. | 3,000,000 | 6 | 6 |
| Berkshire, * guaranteed. | 600,000 | 7 | 7 |
| Blissburg and Corning* guar. | 250,000 | 5 | 5 |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 6 |
| Buffalo, N. York and Erie, * guar. | 950,000 | 7 | 7 |
| Camden and Atlantic, pref. | 600,000 | 7 | 7 |
| Catawissa, * pref. and guar. | 2,200,000 | 7 | 7 |
| Cayuga and Susquehanna, * guar. | 580,110 | 9 | 9 |
| Cedar Rapids & Missouri, * preferred and guaranteed. | 755,000 | 7 | 7 |
| Central (Ohio), preferred. | 400,000 | 7 | 7 |
| Chesnug, * guar. | 380,000 | 8 | 6 |
| Cheahire, preferred. | 2,017,815 | 7 | 3 |
| Chicago and Alton, pref. | 2,425,400 | 7 | 10 |
| Chicago, Iowa and Nebraska, * guar. | 2,600,000 | 7 | 20 |
| Chicago and Northwestern, pref. | 20,370,293 | 7 | 7 |
| Cleveland and Mahoning, * guar. | 2,056,000 | 7 | 7 |
| Cleveland and Toledo, * † guar. | 6,250,000 | 8 | 34 |
| Cochecho, preferred. | 177,750 | 8 | ... |
| Connecticut and Passumpsic Rivers, preferred. | 1,822,100 | 6 | 8 |
| Cumberland Valley, 1st pref. | 241,900 | 8 | 114 |
| " " 2d pref. | 242,000 | 8 | 8 |
| Delaware, * guaranteed. | 594,261 | 6 | 6 |
| Detroit & Milwaukee, * preferred and guaranteed. | 1,600,000 | 6 | ... |
| Dubuque and Sioux City, * preferred and guaranteed. | 1,988,170 | 7 | 7 |
| Dubuque Southwestern, pref. | 330,308 | 7 | 7 |
| Eastern (N. H.), * guaranteed. | 492,500 | 8 | 8 |
| Elmira, Jefferson and Canandaigua, * guaranteed. | 500,000 | 5 | 5 |
| Elmira and Williamsport, * guar. | 500,000 | 5 | 5 |
| Elmira and Williamsport, * preferred and guaranteed. | 500,000 | 7 | 7 |
| Erie, preferred. | 8,536,910 | 7 | 49 |
| Evansville and Crawfordsville pref. | 100,000 | ... | ... |
| Hannibal and St. Joseph, pref. | 5,255,836 | 6 | 119 |
| Harrisburg and Lancaster, * guar. | 1,182,550 | 7 | 7 |
| Houstonian, preferred. | 1,150,000 | 8 | 4 |
| Huntingdon & Broad Top Mountain, preferred. | 190,750 | 7 | 34 |
| Joliet and Chicago, * guar. | 1,500,000 | 7 | 7 |
| Joliet and Northern Indiana, * guar. | 300,000 | 8 | 8 |
| Lackawanna and Bloomsburg, pref. | 500,000 | 7 | 7 |
| Leeds and Farmington, * guar. | 500,000 | 7 | 7 |
| Little Schuylkill, * guar. | 2,646,100 | 7 | 7 |
| Louisville, Cincinnati and Lexington preferred. | 848,703 | 9 | 99 |
| Marietta and Cincinnati, 1st pref. | 5,086,135 | 6 | 19 |
| " " 2d pref. | 4,051,744 | 6 | 6 |
| Manchester and Lawrence*. | 1,000,000 | ... | 9 |
| Michigan Southern, guaranteed. | 586,800 | 10 | 10 |
| Mill Creek and Mine Hill, * guar. | 323,375 | 10 | 10 |
| Milwaukee and St. Paul, preferred. | 9,744,265 | 7 | 80 |
| Mine Hill and Schuylkill Haven, * guaranteed. | 3,775,000 | 8 | 8 |
| Mount Carbon & Pt. Carbon, * guar. | 282,250 | 12 | 12 |
| New Haven and Northampton*. | 1,344,000 | 8 | 104 |
| New York and Harlem, pref. | 1,500,000 | 8 | 134 |
| Niagara Bridge and Canandaigua, * guar. | 1,000,000 | 6 | 6 |
| North Eastern (S. C.) preferred. | 155,000 | 8 | 8 |
| Ogdensburg and L. Champlain, pref. | 1,037,000 | 8 | 104 |
| Ohio and Mississippi, pref. | 2,500,000 | 7 | 7 |
| Paterson and Hudson, * guar. | 680,000 | 8 | 8 |
| Paterson and Ramapo, * guar. | 248,000 | ... | 5 |
| Peoria and Bureau Valley, * guar. | 1,200,000 | 6 | 6 |
| Philadelphia and Erie, *. | 5,996,700 | 7 | 7 |
| Philadelphia and Reading, pref. | 1,551,800 | 10 | ... |
| Philadelphia and Trenton, * † guar. | 1,099,120 | 10 | ... |
| Pittfield and North Adams, * guar. | 450,000 | 6 | 6 |
| Potl. & Kennebec (Yarmouth) guar. | 202,400 | 6 | 6 |
| Portland, Sag. & Portland, * guar. | 1,500,000 | 6 | 6 |
| Portsmouth and Concord*. | 380,000 | 7 | 7 |
| Richmond, Fredericks & Potomac, guaranteed. | 142,900 | 7 | 7 |
| Rochester and Genesee Valley*. | 557,500 | 7 | 7 |
| Rutland, preferred. | 3,040,000 | 7 | 7 |
| St. Louis, Alton and T. H., pref. | 445,565 | 6 | 6 |
| Fandusky and Cincinnati, pref. | 576,000 | 5 | 5 |
| Schuylkill Valley, * guar. | 868,460 | 5 | 5 |
| Tol. Peoria & Warsaw (W. D.) pref. " " " (E. D.) pref. | 1,300,000 | 7 | 7 |
| Wrightsville, York & Gettysburg, pref. | 1,700,000 | 7 | 7 |
| CANAL STOCKS: | | | |
| Delaware Division, * guar. | 1,633,350 | 8 | 8 |
| Morris, pref. & d. | 1,175,000 | 10 | 10 |
| Schuylkill Navigation, pref. | 2,888,997 | 6 | 6 |
| White Mountains, * guar. | 200,000 | 5 | 5 |
| Wrightsville, York & Gettysburg, pref. | 317,050 | ... | 2 |
| MISCELLANEOUS STOCKS: | | | |
| Cumberland Coal, pref. | 5,774,400 | 6 | 32 |
| Mariposa Mining, pref. | 5,774,400 | 7 | 10 |

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$6 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1..... per ton 33 @ 36 —
Pig, American, No. 1..... @ 32 —
Pig, American, No. 2..... @ 31 —
Pig, American, Forge..... 27 @ 29 —
Bar, Refined, English and American..... @ 75 —
Bar, Swedes, assorted sizes..... (gold) 85 @ 100 —

STORE PRICES.

Bar, Swedes, ordinary sizes..... @ 110 —
Bar, Refined..... 80 @ 86 —
Bar, Common..... 75 @ 80 —
Scroll, Oval and Half-round..... 97 50 @ 120 —
Band..... 95 @ — —
Horse Shoe..... 95 @ — —
Rods, 4@-16 inch..... 85 @ 120 —
Hoop..... 105 @ 150 —
Nail Rod..... per lb. 7 @ 7 —
Sheet, Russia, as to No.'s..... (gold) 11 @ 11 —
Sheet, Single D. and T. Common..... 4@ @ 6 —
Rails, English..... (gold) per ton 57 @ 59 —
Rails, American, at Works in Penna. c'y. 70 @ 71 —
Anvils, (Eagle)..... per lb currency. 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb. 15 @ 18 —
English Spring (2d and 1st quality)..... 7 @ 10 —
English Blister (2d and 1st quality)..... 10 @ 17 —

English Machinery..... 114 @ 14 —

English German (2d and 1st quality)..... 13 @ 15 —

American Blister "Black Diamond"..... 12 @ 12 —

American, Cast, Tool, do..... 17 @ 17 —

American, Spring, do..... 9 @ 11 —

American Machinery, do..... 12 @ 12 —

American German, do..... 9 @ 12 —

NAILS—DUTY: Cut, 14; Wrought, Horse Shoe, 2½ cents per lb. per lb. (Cash.)

Cut, 4d @ 10d..... per 10 lb. 4 37@ 4 50 —

Clinch..... 5 87@ 6 —

Horse Shoe, Forged (No. 10 to 6)..... per lb. 23 @ 28 —

Copper..... 37 @ 37 —

TIN—DUTY: Pig, Bars and Block, 15 per cent ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca..... (gold) per lb. 15 @ 35½ —

Straits..... (gold) 31@ 32 —

English..... (gold) 31@ 32 —

Plates—Fair to good branda..... Gold—Currency.

I. C. Charcoal..... per box 8 25 @ 8 87@ 9 75 @ 10 25 —

I. C. Coke..... 7 25 @ 8 — 8 50 @ 9 50 —

Coke Terne..... 5 65 @ 6 75 @ 7 75 —

Charcoal Terne..... 7 50 @ 8 — 9 @ 9 50 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 45 gravity (in bulk), per gall. @ 11½ — 12 —

Crude, 40 @ 47 gravity (in shipping order) 16 @ 16 —

Refined, prime L. S. to W. (110 @ 115 test) 23 @ —

Refined, Standard White (in shipping order) 24 @ —

Refined, prime White (in jobbing lots) 25 @ —

Refined, S. W. (in tin) 27@ 28 —

Naphtha, Refined, (65 @ 73 gravity) 9 @ —

Residuum..... per bbl. 4 @ — —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

1st. 2d. 3d. 4th.

Sizes. A. B. C. D.

6 by 8 to 7 by 9..... \$7 75 \$7 00 \$6 50 \$6 00 —

8 by 10 to 10 by 15..... 8 25 7 50 7 00 6 50 —

11 by 14 to 12 by 18..... 9 75 9 00 8 00 7 00 —

14 by 16 to 16 by 24..... 10 50 9 50 8 50 7 50 —

18 by 22 to 18 by 30..... 12 25 11 25 10 00 8 00 —

20 by 30 to 24 by 30..... 15 00 13 75 11 50 9 00 —

24 by 31 to 24 by 36..... 18 50 16 00 12 50 10 00 —

25 by 36 to 30 by 44..... 17 50 16 00 14 50 12 50 —

30 by 46 to 32 by 48..... 20 00 18 00 15 50 13 50 —

32 by 50 to 32 by 56..... 22 00 20 00 17 00 14 50 —

Above..... 25 00 25 00 20 00 16 00 —

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10..... (4 qts.) per 50 feet. 10 @ 7 75 —

8 by 11 to 10 by 15..... (4 qts.) 10 50 @ 8 —

11 by 14 to 12 by 18..... 12 @ 9 25 —

14 by 16 to 16 by 24..... (4 qts.) 12 50 @ 9 75 —

18 by 22 to 18 by 30..... (4 qts.) 15 @ 10 50 —

20 by 28 to 24 by 30..... (4 qts.) 18 50 @ 12 50 —

26 by 32 to 24 by 36..... (4 qts.) 21 50 @ 16 —

28 by 38 to 28 by 44..... (3 qts.) 22 @ 16 50 —

28 by 46 to 30 by 48..... (3 qts.) 23 @ 17 —

30 by 50 to 32 by 52..... (3 qts.) 24 50 @ 18 —

34 by 58 to 34 by 60..... (3 qts.) 30 @ 22 —

36 by 60 to 40 by 60..... (3 qts.) 36 @ 28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

Th. 3. F. 4. Sat. 5. M. 7. Tu. 8. W. 9.

Canton Co. 91 91 90 91 90 90 90

Central Pacific 6s. 91 91 90 91 90 90 90

Central of N. Jersey. 109 109 109 109 109 109 109

Chicago & Alton. 116 116 116 116 116 116 116

" pref. 116 116 116 116 116 116 116

" S. F. Inc. bds. 98 98 98 98 98 98 98

Chicago, Burl. & Q. 88, 1883

Chic. & North Western. 79 80 80 80 80 80 80

" pref. 88 88 88 88 88 88 88

" 1st M. 88 88 88 88 88 88 88

" S. F. Consol. 88 88 88 88 88 88 88

Chic. Rock Isl. & Pac. 111 112 112 112 112 112 112

Chi. R. I. & Pa. 78, 1892 97 97 97 97 97 97 97

Clev., Col. and Ind. 80 80 80 80 80 80 80

Clev. and Pittsburg. 107 107 107 107 107 107 107

" 2 M. 88 88 88 88 88 88 88

" 3 M. 88 88 88 88 88 88 88

" 4 M. 88 88 88 88 88 88 88

" 5 M. 88, 1888

Great Western 2d mort. 120 121 121 121 121 121 121

Hannibal & St. Joseph. 110 110 110 110 110 110 110

" pref. 120 120 120 120 120 120 120

Hudson River. 121 121 121 121 121 121 121

" 2 M. S. F. 1875

" 3 M. 18, 1875

Illinois Central. 135 135 135 135 135 135 135

" bolts. 98 98 98 98 98 98 98

Lake Shore & Mich. Sth. 92 92 92 92 92 92 92

Lake Shore Div. bonds. 94 94 94 94 94 94 94

Marietta & Cin. 1st pref. 19 19 19 19 19 19 19

" 2d pref. 98 98 98 98 98 98 98

Michigan Central. 121 121 121 121 121 121 121

" S. F. 88, 1882

" conv. 88, 88

" 2 M. 88, 88

" 3 M. 88, 88

" 4 M. 88, 88

" 5 M. 88, 88

" 6 M. 88, 88

" 7 M. 88, 88

" 8 M. 88, 88

" 9 M. 88, 88

" 10 M. 88

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

| FEDERAL STOCKS: | — | — | — | — | — | — |
|-------------------------------|-----|-----|-----|-----|-----|---|
| U. S. 5%, 1871, reg. | — | — | — | — | — | — |
| U. S. 5%, 1871, coup. | — | — | — | — | — | — |
| U. S. 5%, 1874, reg. | — | — | — | — | — | — |
| U. S. 5%, 1874, coup. | — | — | — | — | — | — |
| U. S. 5%, 10-40s, coup. 100 | 106 | 106 | 106 | 106 | 106 | — |
| U. S. 5%, 10-40s, reg. 107 | — | — | — | — | — | — |
| U. S. 5%, 1881, reg. | 113 | — | 113 | 113 | 113 | — |
| J. S. 5%, 1881, coup. 118 | 113 | 113 | 113 | 113 | 113 | — |
| U. S. 5%, '91, O. W. L. y. | — | — | — | — | — | — |
| U. S. 5%, 1881, — y. | — | — | — | — | — | — |
| U. S. 5%, 5-20s, reg. '62. | — | — | — | — | 107 | — |
| U. S. 5%, 5-20s, 1862-108 | 108 | — | 108 | 108 | 108 | — |
| U. S. 5%, 5-20s, reg. '64. | — | — | — | — | — | — |
| U. S. 5%, 5-20s, c. 1864-107 | 107 | — | 107 | 107 | 107 | — |
| U. S. 5%, 5-20s, reg. '65. | 107 | — | 107 | 107 | 107 | — |
| U. S. 5%, 5-20s, c. 1865-107 | 107 | 107 | 107 | 107 | 107 | — |
| U. S. 5%, 5-20s, r. n. '65. | — | — | — | — | 109 | — |
| U. S. 5%, 5-20s, '65-110 | 109 | 109 | 109 | 109 | 109 | — |
| U. S. 5%, 5-20s, reg. '67. | — | — | — | — | 109 | — |
| U. S. 5%, 5-20s, c. 1867-110 | 109 | 109 | 109 | 109 | 109 | — |
| U. S. 5%, 5-20s, reg. '68-110 | — | — | — | — | 110 | — |
| U. S. 5%, 5-20s, c. '68-110 | — | — | — | — | 110 | — |
| U. S. 5%, Pac.R. issue. | 111 | — | 111 | 111 | 111 | — |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

| Catawissa | — | — | — | — | — | — |
|------------------------------|-----|-----|-----|-----|-----|-----|
| .. preferred | — | 88 | 88 | — | — | — |
| Camden and Amboy | 115 | — | 115 | 115 | 115 | — |
| .. 6s, 1870 | — | — | — | — | — | — |
| .. 6s, 1875 | — | — | — | — | — | — |
| .. 6s, 1888 | 92 | — | — | — | — | — |
| .. 6s, 1889 | 92 | — | — | — | — | — |
| .. mort. 6s, '90 94 | 94 | — | — | — | — | — |
| Elmira & Williamsport | — | — | — | — | — | — |
| .. pref. | — | — | — | — | — | — |
| Lehigh Navigation | 32 | 32 | 31 | 32 | 31 | 32 |
| .. 6s, 1884 | — | 88 | 88 | — | — | — |
| .. Gold L. | 89 | 89 | 89 | — | — | — |
| .. R. R. L. | 88 | 88 | — | 87 | — | — |
| Lehigh Valley R. R. | 58 | 58 | 58 | 59 | 58 | 59 |
| .. 6s new coup. | — | — | — | — | — | — |
| .. 6s new reg. | — | — | — | — | — | — |
| Little Schuylkill R. R. | — | — | — | — | — | — |
| Minehill | 52 | — | 52 | 52 | — | — |
| Morris Canal | — | 30 | — | — | — | — |
| .. pref. | — | — | — | — | — | — |
| .. 1st mort. | — | — | — | — | — | — |
| North Pennsylvania | — | — | — | — | — | — |
| .. 6s, 1880 | 98 | 98 | — | — | — | — |
| .. 7s | 90 | 90 | — | 91 | 91 | 91 |
| .. 10s, 1887 | — | — | — | — | 111 | — |
| Northern Central | — | 44 | — | — | — | — |
| Pennsylvania R. R. | 58 | 58 | 58 | 58 | 58 | 59 |
| .. 1st M. | 105 | — | — | 104 | — | — |
| .. 2d M. | — | — | — | — | — | — |
| Penn. State, 6s, 1st series. | — | — | — | 103 | — | — |
| .. 6s, 2d series. | — | 106 | — | — | — | — |
| .. 6s, 3d series. | 108 | — | — | 110 | — | — |
| .. 6s, W. L. | — | — | — | — | — | — |
| Philadelphia City, 6s | — | — | — | — | — | — |
| .. new | 102 | 102 | 102 | 102 | 102 | 102 |
| Philad. Germ. & Nor. | — | 88 | — | — | — | — |
| Phil. & Reading | 50 | 50 | 50 | 50 | 51 | 51 |
| .. 7s, 1898 | — | — | — | — | — | — |
| Philadelphia and Erie | — | — | — | — | — | — |
| .. 6s | — | 91 | — | 91 | 91 | 91 |
| .. 7s | 88 | — | 88 | — | — | — |
| Schuylkill Navigation | 7 | — | — | — | — | — |
| .. pref. | — | — | — | — | — | — |
| .. 6s, 1882 | — | 73 | — | — | — | — |
| .. 6s, 1876 | — | — | — | — | — | — |
| .. 6s, 1872 | — | — | — | — | — | — |
| Susq. Canal | — | — | — | — | — | — |
| .. 6s, 1878 | — | — | — | — | — | — |
| Union Canal, pref. | — | — | — | — | — | — |
| .. 6s, 1878 | — | — | — | — | — | — |
| Huntington, (Horse) | — | — | — | 14 | — | — |
| Chestnut & Wal. | — | — | — | 44 | — | — |
| Green & Coates | — | — | — | — | — | — |
| 2d and 3d streets | — | — | — | 52 | 52 | 52 |
| Spruce and Pine | — | — | — | — | — | — |
| 13th and 15th sts. | — | — | — | — | — | — |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

| Baltimore City 6s, 1875 | 92 | — | 92 | 92 | — | — |
|-------------------------|----|----|----|----|----|----|
| .. 1886 | — | — | 92 | — | — | — |
| .. 1890 | 92 | 92 | 93 | 93 | 93 | 93 |
| .. 1894 | 91 | — | 91 | 92 | — | — |
| Balt and Ohio | — | — | — | 94 | — | — |
| .. bonds, 1875 | — | — | — | — | — | — |
| 1880 | — | — | — | — | — | — |
| 1885 | — | — | 91 | 92 | 92 | 93 |
| Marietta & Cin. 1st M. | — | — | 92 | 92 | 92 | 92 |
| .. 2d M. | — | — | 72 | — | — | — |
| Northern Central | — | — | — | 43 | — | — |
| .. bonds, 1885 | — | — | — | — | — | — |
| 1900 | 87 | — | — | — | — | — |
| N. W. Va. 1st mort. | — | — | — | — | — | — |
| .. 2d mort. | — | — | — | — | — | — |
| .. 3d mort. | — | — | — | — | — | — |
| City Passenger B. R. | — | — | — | — | — | — |
| .. bonds | — | — | — | — | — | — |

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

| Boston and Albany | — | 149 | 150 | 150 | 151 | — |
|-------------------------|-----|-----|-----|-----|-----|-----|
| Boston and Lowell | — | — | 158 | 158 | — | 158 |
| Boston and Maine | — | 150 | — | — | 150 | — |
| Boston and Providence | 147 | — | 147 | — | — | 147 |
| Boston, Hartford & Erie | 3 | 3 | 3 | 3 | 3 | 3 |
| .. 7s, new | 22 | 22 | 21 | 21 | 21 | 24 |
| Cheshire, pref. | — | — | 84 | — | 86 | 86 |
| Concord | — | — | — | — | 80 | 80 |
| Connecticut River | — | — | 136 | — | 136 | — |
| Eastern | — | 128 | — | — | 128 | 128 |
| Fitchburg | — | — | — | — | 134 | 134 |
| Manchester & Lawrence | — | — | — | — | — | — |
| Michigan Central | 121 | 121 | 121 | 121 | 121 | 121 |
| Northern, N. H. | — | — | 118 | — | — | 118 |
| Orgens & Lake Champlain | 90 | 90 | — | — | 90 | 90 |
| .. pref. | — | 107 | — | — | 106 | 106 |
| Old Colony & Newport | 97 | 98 | 98 | 98 | 98 | 97 |
| Ph. Wil. & Baltimore | 56 | 56 | — | 55 | 55 | 55 |
| Portl'd, Saco & Port | — | — | — | — | 114 | 114 |
| Union Pacific | 23 | 23 | — | — | — | 23 |
| .. 6s | 81 | 80 | 80 | 80 | 80 | 80 |
| .. Land Grant 7s | 73 | 72 | 72 | 72 | 72 | 72 |
| .. Income 10s | 71 | 71 | 71 | 71 | 71 | 71 |
| Vermont & Canada | — | — | — | — | 106 | 106 |
| Vermont & Mass. | 69 | 69 | 69 | 69 | 69 | 69 |
| South Boston (Horse) | — | — | — | — | 98 | 98 |
| Cambridge | — | — | 98 | — | 98 | 98 |
| Metropolitan | — | 69 | 69 | 69 | 69 | 69 |
| Middlesex | — | — | — | — | — | — |
| Central Mining Co. | — | — | — | — | — | — |
| Copper Falls | — | — | 7 | — | 8 | — |
| Franklin | — | — | — | — | — | — |
| Huron | — | — | — | — | — | — |
| Isle Royale | — | — | — | — | — | — |
| National | — | — | — | — | — | — |
| Pewabic | — | — | — | — | — | — |
| Pittsburg | — | — | — | — | — | — |
| Quincy | — | — | — | — | — | — |

London Stock Exchange.

Closing Prices.—

Oct. 21. Oct. 14.

| All. & Gt. West. N. Y. sec. 7 per ct | — | — | — | — |
|---|-----|-----|-----|-----|
| 1st mort. 1880 | 68 | 72 | 67 | 70 |
| Do. do. 2d mort. 1881 | 58 | 62 | 58 | 60 |
| Do. Penn. 1st mort. 1877 | 68 | 72 | 67 | 70 |
| Do. do. 2d mort. 1882 | 58 | 62 | 58 | 60 |
| Do. Consol. 7 per cent. mort. 1890. | 29 | 30 | 30 | 31 |
| Detroit and Milwaukee 1st mort. 7s. | 70 | 74 | 70 | 74 |
| Do. 2d mort. 8 p. c. | 70 | 74 | 70 | 74 |
| Erie shares 100 dol. all paid. | — | — | — | — |
| Do. sterl. 6 p. c. convertible bonds | 62 | 65 | 62 | 65 |
| Do. 3d mort. 7 p. c. 1883 | — | — | — | — |
| Illinois Central, 6 per cent. 1875 | — | — | — | — |
| Do. Redemption mort. bonds 6 p. c. 100 | 102 | 98 | 100 | 100 |
| Do. 7 per cent. 1875 | 89 | 91 | 89 | 91 |
| Do. 100 dol. shares, all paid. | 104 | 110 | 104 | 110 |
| Marietta and Cin. 6s, 1877 | 78 | 82 | 78 | 82 |
| New York Central, 100 dol. shares. | — | — | — | — |
| Panama General mort. 7s, 1897. | 92 | 94 | 93 | 95 |
| Penn. R. R. bonds, 2d mort. 6 per cent. | 98 | 100 | 98 | 100 |
| Do. General mort. 6 p. c. 1910. | 92 | 94 | 92 | 94 |
| Do. 50 shares. | 48 | 52 | 45 | 48 |
| Philadelphia and Erie 1st mort. 1881. | 92 | 95 | 92 | 95 |
| Do. with option to be paid in Phila. | 92 | 95 | 92 | 95 |

American Railroad Journal.

Saturday, November 12, 1870.

Stock Exchange and Money Market.

The Money market

ceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, \$419,584 in coin, (including \$248,676 from customs,) and \$752,619 in currency; payments \$558,450 of coin (including \$584,172 of coin interest), and \$432,301, of currency. On Tuesday, receipts, \$826,402 in coin (including \$312,118 from customs), and \$293,599 in currency; payments, \$769,198 in coin (including \$679,000 of coin interest) and \$270,515 of currency. The balance at the close of business on Tuesday included \$8,268,668 of currency, and \$60,890,216 of coin, against a balance a week previous of \$6,971,041 currency, and \$61,840,106 coin.

The aggregate receipts of the U. S. Sub-Treasury in October were \$51,530,870, including \$11,724,402 from customs; aggregate payments, \$47,417,085, including \$2,112,636 of coin interest.

The U. S. Sub-Treasurer issued in October \$4,934,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,856,877 of coin certificates, received for customs. The revenues of the Government during the week, were up to a fair average. The excises, during the week yielded about three millions; customs at the port of New York, \$2,549,877, and at the outports about \$850,000 (in coin) more, making the grand total income for the week equal to about \$6,789,864 in currency. The income of the Government, from excises, since July 1, 1870, has been \$66,268,559.

The Gold market has been quite free from excitement, during the week. The reported signing of an armistice depressed the price to 110 on Friday last. The low rate developed a more active demand, chiefly from speculative operators, to cover outstanding short contracts, which had the effect of strengthening the premium. On Monday, the advices of a sudden breaking off in the armistice negotiations stimulated the purchasing inquiry and led to a rise to 110%. The subsequent dealings were on a less confident basis and on Wednesday the range was from 110%@110%, the final quotations having been 110%@110%. On Wednesday, Government marketed \$1,000,000 of gold at from 110 42@110 50. The bids reached an aggregate of \$6,244,000. The aggregate of the November interest obligations on the public debt is \$28,851,629, of which the New York office has already paid off \$9,639,000 without rebate. There has been less activity in the Gold Loan market, and rates have been working more steadily.

Under the November programme, the Treasury Department will sell Gold, during the remainder of the month, as follows: Wednesday, November 16, \$1,000,000; Wednesday, November 23, \$1,000,000; Wednesday, November 30, \$1,000,000. And purchase Five Twenties, as follows: Thursday, November 17, \$1,000,000; Thursday, November 24, \$1,000,000.

The export drain last week was \$3,156,924 against \$303,562 week ending Oct. 29; \$556,180 week ending Oct. 22; \$654,828 week ending with Oct. 15; \$802,174 week ending with Oct. 8; and \$465,260 week ending with Oct. 1. The shipments thus far this year have been about 54% millions, against 29% millions same time in 1869; nearly 68 millions same time in 1868; 48% millions same time in 1867; over 55% millions same time in 1866; and 25% millions same time

in 1865. The exchanges at the Gold Exchange Bank, which were 46% millions on Thursday of last week, were 64 millions on Saturday, 22 millions on Monday of this week, and nearly 58% millions on Tuesday. On Wednesday they were 30 millions.

The customs demand for Gold last week, averaged \$449,589 a day; thus far, this week, it has averaged \$280,397, a day, or equal to a weekly aggregate of \$1,682,382. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$2,481,541; and since Jan. 1, 1870, \$11,108,919, against \$14,877,528 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$124,320,770 against \$115,835,945, same time in 1869.

The exports of specie, from this port, last week, were \$3,156,924 against \$640,658 same week last year; and since Jan. 1870, \$54,708,285, against \$29,248,688 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$6,576,079; and since Jan. 1, 1870, \$75,427,257 against \$80,635,846 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Oct. 27th, was \$7,005,000, against \$7,111,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Oct. 27th, were \$29,100,000, against \$32,946,000 same time last year.

Foreign exchange has been in moderate request, opening weaker, but closing with more steadiness. Bankers' sixty day bills on London closed on Wednesday at 109@109 1/2; sight bills on London, 109 1/2@110. The offerings of produce bills have been fair.

Government securities have varied little in price, during the week. The offerings have been comparatively moderate and the demand has been rather slow, in most instances. The later dealings showed a steady, though tame, market. Government bought in a million of Five Twenties on Thursday at equal to the current rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113 1/2@113 1/2; U. S. Five Twenties of 1862, ex-coupon 108 1/2@108 1/2; U. S. Five-twenties of 1864 at 107 1/2@107 1/2; U. S. Five Twenties of 1865, 107 1/2@107 1/2; U. S. Five-twenties of 1865 consolidated, 109 1/2@109 1/2; U. S. Five Twenties of 1867, 109 1/2@109 1/2; U. S. Five-twenties of 1868, 109 1/2@110; U. S. Ten-forties at 106 1/2@106 1/2; U. S. Six per cent. currency bonds, 111 1/2@111 1/2.

State bonds have been in more demand, through the week, and have been quoted generally stronger.

Railway bonds have been in more general request for investment purposes at well supported prices. Central Pacific Sixes have been in active demand, closing firmly on Wednesday at 90%@91.

The October earnings of the Central Pacific Road were \$804,800, against \$579,642 in October, 1869—an increase of \$225,158. From Jan. 1 to Oct. 31, the aggregate earnings were \$6,658,000 against \$4,664,800 same time in 1869—an increase thus far in 1870 of \$1,993,200.

The Union Pacific Sixes closed on Wednesday

at 82%@83%. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in pretty fair demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been more active and decidedly firmer in price, closing strong and buoyant, in most instances.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | Oct. 26. | Nov. 2. | Nov. 9. |
|----------------------------|----------|---------|---------|
| Consols | 92 1/2 | 92 1/2 | 93 1/2 |
| U. S. 5-20's of 1862... .. | 89 1/2 | 89 1/2 | 89 1/2 |
| U. S. 5-20's, 1865.... .. | 88 1/2 | 88 1/2 | 88 1/2 |
| " 1867 | 90 | — | 90 1/2 |
| " 10-40s | 87 1/2 | 87 | 87 1/2 |
| Erie | 18 1/2 | 18 1/2 | 19 1/2 |
| Ill. Central..... .. | 114 | 110 1/2 | 112 1/2 |
| At. and Gt. West.... .. | 29 1/2 | 28 1/2 | 29 |

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 95 1/2.

General business has been less active in the line of domestic produce, and values have been variable and weaker, as a rule. The Cotton movement has been unusually heavy in the line of receipts and shipments,—leaving also enlarged stocks at the ports at the close. The breadstuff business has been checked by the firmness in ocean freights. At the close, Flour, Wheat, and Corn were depressed in price. Oats were firmer, under a speculative demand.

Ocean freights ruled firm most of the week, on a light supply of shiproom; but closed with a downward tendency and with very little animation. The offerings of sailing vessel room were on the increase. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 8 1/2@8 1/2d. by sail, and 9 1/2d. by steamer per bushel; cotton at 1 1/2@1 1/2d. by sail and 1 1/2d@1 1/2d. by steamer per lb.; and heavy goods 20s. @20s. by sail, and 30s. @30s. by steamer, per ton. Total number of vessels in port on Wednesday, 489.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending November 8th, and since the beginning of the year:

| | 1869. | 1870. |
|-----------------------|-------------|-------------|
| For the week..... | \$4,901,510 | \$5,181,358 |
| Previously reported.. | 164,255,751 | 152,948,422 |

Since Jan. 1..... \$169,157,261 \$158,129,780

The imports for the week ending Nov. 5, and since the beginning of the year, have been as follows:

| | 1869. | 1870. |
|----------------------|-------------|-------------|
| Dry goods | \$1,239,156 | \$1,159,035 |
| Gen. merchandise.... | 8,189,297 | 8,014,068 |

Total for the week..... \$4,428,453 \$4,178,103

Previously reported.... 252,532,800 254,961,780

Since January 1..... \$256,961,253 \$259,134,883

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Georgia 6s, 80 1/2; do, 7s, 91 1/2; South Carolina 6s, new Jan. and July, 72 1/2; do, April and Oct., 71 1/2; North Carolina Fund Act, 1866, 39 1/2; do, special Tax, 21; Connecticut 6s, War Loan, 101 1/2; Louisiana 6s, 71 1/2; N. Y. State 7s, Bounty loan reg., 106 1/2; Central of New Jersey new bonds, 102; Dubuque and Sioux City R. R. 1st mort, 95; Ohio and Miss. consol. bonds, 87 1/2; Detroit, Monroe and Toledo bonds, 92 1/2; Am. Dock and Imp. 7s, 98 1/2; Toledo, Peoria and

Warsaw 1st mort., E. D., 86; Toledo; Wabash and Western consol. bonds, 88; St. Louis and Iron Mt. R. R., 47½; do., 1st mort., 88½; New York and New Haven R. R., 154; Western Union Telegraph, 41½; do., 7s, 93; Wells Fargo Exp., 86; Am. Mer. Union Exp., 45½; Adams Express 68; U. S. Exp., 88½.

Philadelphia.—Philadelphia and Reading 6s, 1848-50, 97½; do., Debt bonds, 82½; Oil Creek and Allegheny River R. R., 46½; do., 7s, 77½; Pennsylvania and New York Canal 7s, 91½; West Jersey 7s, 95½; do., 6s, 91½; Warren and Franklin 7s, 85; do., 2d mort., 95; Pennsylvania R. R. Gen'l mort., reg., 94½; Connecting R. R. bonds, 83; Wilmington and Reading 7s, 91; Lehigh Nav. 6s, conv. loan, 78½; Delaware Division Canal, 46; Philadelphia City 6s, prior to 1862, 102½; Shamokin Coal, 4½; Locust Mt. Coal, 41½. The latest quotations are: City 6s, 101½@101½; do. free of tax, 102½@102½; State 6s, coupon, 103@104; do. 6s, W. L., 104½@105; do. 1st series, 104@105½; do., 2d series, 105½@106½; do., 3d series, 108@110; Reading, 51@51; do., 7s, 1898, 108@108½; do., mort., 6s, 1880, 97½@98; Camden and Amboy, 115½@115½; do., mort., 6s, 1889, 94@94½; do., 1883, 93@93; do., 1889, 92½@93; Penn. R. R., 59@59½; do., 1st mort., 108½@104; do., 2d mort., 102@102; Little Schuylkill R. R., 43@43½; Morris Canal, 30@30; do. pref., 67½@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 53½@6½; do., 6s, 45@47; Schuylkill Nav., 7½@8; do. pref., 16½@16½; do., 6s, 1882, 74@74; Elmira and Williamsport pref., 38@40; do., 7s, 1878, 92½@92½; do., 6s, 58@60; Lehigh Coal and Navigation, 32@32½; do., 6s, 1884, 88@88½; do., R. R. Loan, 87@88; do., Gold Loan, 89@89½; North Pennsylvania, 48@45; do., 6s, 98@99; do., 7s, 90½@91; do., Chatte 10s, 110@112; Philadelphia and Erie, 26½@26½; do., 6s, 91@91½; Minnehaha, 51½@52; Catawissa, 12@16; do. pref., 38½@38½; Lehigh Valley, 59@59½; do., 6s, 100½@—; do., 6s, reg., 98@99½; Fifth and Sixth streets, (horse), 37@40; Second and Third, 52@55; Thirteenth and Fifteenth, 22@23½; Spruce and Pine, 24@26; Green and Coates, 40@40; Chestnut and Walnut, 44@44½; Hestonville, 14½@15; Union, 44½@46½.

Boston.—Missouri River, Fort Scott and Gulf R. R., 2d bonds, 99; Burlington and Missouri River R. R. 8s, 1889, 102½; do., 1894, 102½; Old Colony and Newport 6s, 95½; Vermont Central 1st mort., 85; do., 2d mort., 85; Cedar Rapids and Missouri 7s, 1916, 88½; Phila., Wil., and Balt. 6s, 1887, 94½; Stanstead, Shefford and Shambly 7s, 88½; Rutland R. R., 28½; do. pref., 79; do., 7s, new, 77½; Chicago, Burlington and Quincy, 195@200; do. rights, 11; Norwich and Worcester R. R., 100; Conn. and Pass. Rivers pref., 84; Cincinnati, Sandusky and Cleveland R. R., 18; Indianapolis and Cincinnati R. R., 7; Boston Water Power Co., 18; Cary Imp., 8½; Short Mt. Coal, 18; Vermont 6s, 1876, 99½; Maine 6s, 1889, 97½; Massachusetts 6s, 1894, gold, 85½; do., 6s, currency, 100½; do., 1876, gold, 107½; do., 1872, gold, 105; St. Louis County 7s, 1875, 97; do., 1885, 95½; Cincinnati 7s, 101; Worcester 6s, 1885, 99½; Portland 6s, 1877, 95½; Bath 6s, 1891, 89½; Cook Co., Ills., 7s, 97½; Boston 6s, 1880, currency, 101½; Hartford 6s, 1880, 96½;

Covington, Ky., 7 30s, 1890, 100; Calumet Miping Co., 100; Hecla, 100; Hancock 13½.

Baltimore.—Virginia 6s, 1866, 60; do., 1867, 58½; do., 6s, old, reg., 49½; Maryland Defense Loan, 103; Richmond and Danville bonds, 74; Orange and Alexandria 4th mort., 74; Pittsburgh and Connellsville bonds, 92½; Northern Central 6s, gold, 1900, 92; Orange, Alex., and Manassas bonds, 76½. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 92½@98; Baltimore and Ohio, 128½@130; do., 6s, 1875, 94½@96; do., 1880, 98½@94½; do., 1885, 91½@92; Northern Central, 48@44; do., 6s, 1885, 93@93½; do., 1890, 87@88; do., 6s, 1900, gold, 92@92½; N. W. Va. 1st mort., 95@95; do., 2d mort., 95@—; do., 3d mort., 1885, 88@90; Marietta and Cincinnati 7s, 1892, 92@92½; do., 2d mort., 72@72½; Central Ohio, 24@25; do., 1st mort., 88½@86½; Western Md. 6s, 1890, 78@77; do., guar., by Baltimore City, 89@94; do., 2d mort., guar., 89@—; do., 6s, pref., 60@62; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 78½@75; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 75@76½; do., 3d mort., 8s, 81@82½; do., 4th mort., 8s, 73½@74; Orange, Alex., and Manassas 7s, 76@77½; Virginia and Tennessee 8s, 81@—; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 78@75; Baltimore 6s, 1875, 92@92½; do., 1884, 92@92½; do., 1886, 92½@94; do., 1890, 92½@92½; do., 1893, 93@94; do., 1900, 92½@92½; do., 6s, 1888-70, 75@80; Memphis City 6s, 56½@58; Maryland Defense Loan, 1888, 108@108½; City Passenger R. R., 19@21; George's Creek Coal, 50@62; Atlantic Coal, 1.50@2.00; Bare Hill, 0.05@1.00.

At a meeting of the directors of the National Railway Company, held at their office in Philadelphia on the 5th inst., it was unanimously resolved to invite proposals up to the 25th instant, to build several connecting roads, in whole or in sections, between Philadelphia and New York. The length of the connected lines is eighty-six miles, and the whole is to be laid with steel rails. The work is to be begun at once, and prosecuted vigorously.

The Alexandria Gazette says it is understood that the route of the Alexandria and Fredericksburg railroad, for the construction of which bids have been made, when examined by Mr. Roberts, the president of the road, was not approved by him, and that probably an entirely new line, running considerably west of the present one, will be adopted, and that engineers will commence surveying the new route in a day or two.

The firm of GIBSON, BEADLESTON & Co., Bankers and Brokers, have dissolved by the withdrawal of Mr. Beadleston, and the business will be continued under the firm name of GIBSON, CASANOVA & Co., the new members admitted being Mr. P. C. Casanova and Mr. Chas. Louis Fincke.

The town of Stockton, Maine, has voted, 181 to 6, to subscribe ten per cent. of its valuation to aid in the construction of the Penobscot Bay and River railroad. Thirty thousand dollars had been previously subscribed by the citizens.

The attention of Contractors is invited to the Advertisement of the National Railway Company, in another column.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.
OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT
SECURITIES, NO. 5 NASSAU ST.,
NEW YORK, Nov. 10, 1870.

THE FUNDING OF UNITED STATES FIVE TWENTIES into a first-class security, paying the same rate of interest (six per cent., gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about twenty per cent., by exchanging them for the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY.

The advantages of the exchange is shown thus: \$5,000 5-20s out to-day..... \$5,457 50—ann. int. in gold, \$300 C. P. R. R. Gld Bds 5,460 00—ann. int. in gold, \$300 Gain, \$1,000 in Bds., in cash, \$27 50—gain in ann. inc. \$300

The Central Pacific Bonds have the advantage of a ready market on both sides of the Atlantic, of regular quotations at the Stock Exchange, and are based on a finished and equipped road, already placed on a stable and profitable basis.

Having originally negotiated these bonds, and being thoroughly acquainted with their soundness and value, we have introduced them as a specialty in our regular business, in connection with our dealings in Government securities, and recommend them without hesitation to our friends and customers desiring to make investments or to fund their five-twenties upon advantageous terms, without reduction of interest.

FISK & HATCH.

Illinois Central Railroad. The statement of this Company for the month of October, 1870, is as follows:

| LAND DEPARTMENT. | |
|--------------------------|--------------------------|
| Acres Construction Lands | |
| Sold..... | 5,672.81 for \$54,981 87 |
| Acres Int. Fund Lands | |
| sold..... | |
| Acres Free Lands sold.. | 159.48 for 3,748 42 |

Total sales during month of October, 1870..... 5,832.29 for \$58,679 79
To which add Town Lot Sales 410.00..... 140 00

Total of all..... 5,832.29 for \$58,819 79
Cash collected in October, 1870..... \$212,525 85

| ESTIMATED EARNINGS—TRAFFIC DEPARTMENT. | |
|--|--------------|
| In Illinois | In Iowa |
| 707 Miles. 400 Miles. 1107 Miles. | Total. |
| Freight..... \$469,138 00 | \$113,198 00 |
| Passengers... 157,635 99 | 48,881 25 |
| Mails..... 6,375 00 | 1,029 08 |
| Other sources 64,000 00 | 1,970 92 |

Tot. Oct. '70. \$707,143 99 \$165,027 25 \$862,171 24

Total actual earn'd Oct. 1869..... \$739,204 48 \$175,201 65 \$914,406 18

The Philadelphia and Reading railroad company have leased the Philadelphia, Germantown and Norristown railroad for 999 years from December 1, 1870. The capital stock is to be increased 35 per cent.—or to \$2,240,000—upon which dividends of 12 per cent. per annum are guaranteed. The first quarterly dividend of 8 per cent. will be payable March 1, 1870.

The track on the Portland and Ogdensburg railroad was laid to Steep Falls, a distance of 24½ miles, on the 28th ult., and trains commenced running there on the 7th inst.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

| | 1869. | 1870. |
|-----------------------------|-------------|-------------|
| Manufactures of wool.... | \$1,184,051 | \$2,489,880 |
| " cotton.... | 490,047 | 1,360,288 |
| " silk.... | 1,284,716 | 2,060,820 |
| " flax.... | 675,568 | 1,023,876 |
| Miscellaneous dry goods.... | 544,129 | 612,811 |
| Total entered for consump. | \$4,178,511 | \$7,547,625 |

WITHDRAWN FROM WAREHOUSE.

| | 1869. | 1870. |
|------------------------------------|-------------|-------------|
| Manufactures of wool.... | \$979,202 | \$722,886 |
| " cotton.... | 238,628 | 218,604 |
| " silk.... | 473,416 | 440,812 |
| " flax.... | 352,638 | 387,879 |
| Miscellaneous dry goods.... | 108,496 | 88,820 |
| Total withdrawn from warehouse.... | \$2,152,869 | \$1,797,501 |
| Add entered for consump. | 4,178,511 | 7,547,625 |

Tot. thrown on the market. \$6,880,880 \$9,345,126

ENTERED FOR WAREHOUSING.

| | 1869. | 1870. |
|-------------------------------|-------------|-------------|
| Manufactures of wool.... | \$730,804 | \$776,340 |
| " cotton.... | 238,610 | 195,144 |
| " silk.... | 364,582 | 386,689 |
| " flax.... | 468,088 | 375,159 |
| Miscellaneous dry goods.... | 88,563 | 84,601 |
| Total entered for wareh'g.... | \$1,880,597 | \$1,817,983 |
| Total entered for consump. | 4,178,511 | 7,547,625 |

Total entered at the port. \$6,059,108 \$9,365,558

The imports of foreign dry goods at New York for ten months from January 1, were:

ENTERED FOR CONSUMPTION.

| | 1869. | 1870. |
|-----------------------------|--------------|--------------|
| Manufactures of wool.... | \$15,020,797 | \$18,543,770 |
| " cotton.... | 11,922,662 | 18,594,776 |
| " silk.... | 17,481,140 | 19,658,251 |
| " flax.... | 8,448,031 | 8,939,260 |
| Miscellaneous dry goods.... | 6,124,591 | 7,792,214 |
| Tot. entered for consump. | \$58,997,221 | \$68,523,271 |

WITHDRAWN FROM WAREHOUSE.

| | 1869. | 1870. |
|------------------------------------|--------------|--------------|
| Manufactures of wool.... | \$10,788,649 | \$10,891,717 |
| " cotton.... | 8,709,015 | 4,688,118 |
| " silk.... | 4,291,868 | 4,770,188 |
| " flax.... | 4,212,889 | 4,972,754 |
| Miscellaneous dry goods.... | 1,117,634 | 1,173,965 |
| Total withdrawn from warehouse.... | \$24,120,500 | \$25,996,742 |
| Add entered for consump. | 58,997,221 | 68,523,271 |

Total thrown on the market.... \$88,117,721 \$94,520,018

ENTERED FOR WAREHOUSING.

| | 1869. | 1870. |
|-----------------------------|--------------|--------------|
| Manufactures of wool.... | \$11,061,678 | \$9,681,780 |
| " cotton.... | 4,252,750 | 4,855,241 |
| " silk.... | 6,019,674 | 4,795,097 |
| " flax.... | 4,766,811 | 4,066,911 |
| Miscellaneous dry goods.... | 1,128,419 | 1,184,800 |
| Total entered warehouse. | \$26,214,232 | \$24,083,779 |
| Add entered for consump. | 58,997,221 | 68,523,271 |

Total entered at the port. \$85,211,453 \$92,607,050

Pittsylvania county, Va., has voted in favor of a county subscription of \$180,000 to the Lynchburg and Danville railroad, and \$150,000 to the Norfolk and Great Western railroad.

The survey and location of the Albany, Sandlake and Stephentown railroad is progressing rapidly.

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—SPECIAL CONTRACT—NEGLIGENCE.

The facts in the late case of the Indianapolis, Pittsburg and Cleveland R. R. Co., *vs.* Allen, (81 Ind., 143,) are fully and clearly stated in the following opinion by

Gregory, J.—The main question in this case arises on the construction of a contract for freighting stock, made by the parties, under which the appellee shipped six car loads of fat hogs from Indianapolis to Buffalo.

The contract provides "that whereas said railroad companies transport live stock at only first class rates, as per their tariff, excepting only in the cases where the owner assumes certain risks and incidents specified below, in consideration of obtaining the transportation at reduced rates; and whereas the said party of the second part, in the present case assumes, and takes upon himself said risks and incidents for said consideration: now, therefore, in consideration that said railroad will transport for the said party live stock at the reduced rate of — dollars for single decks and — dollars for double decks, per car load, from Indianapolis to Buffalo, and charges advanced, the said party of the second part does hereby agree to take and does hereby assume all and every the risks of injuries which the animals or either of them may receive in consequence of any of them being wild, unruly, vicious, weak, escaping, maiming and killing themselves or each other, or from delays, or in consequence of heat, suffocation, or the ill effects of being crowded upon the cars of said railroad companies, or on account of being injured by the burning of hay, straw or any other material used by the owner in feeding the stock or otherwise, and for any damage occasioned thereby; and also all risk of any loss or damage which may be sustained by reason of any delay, or from any other cause or thing in or incident to, or from, or in, the loading or unloading said stock. And it is further agreed that the said party of the second part is to load and unload said stock, at his own risk, the said railroad companies furnishing the necessary laborers to assist under the direction and control of the party of the second part, who will examine for himself all the means used in the loading and unloading, to see that they are of sufficient strength, of the right kind, and in good repair and order. And it is further agreed between the parties hereto that each and every of the persons riding free, to take care and charge of said stock, do so at their own risk of personal injury from whatever cause. And the said party of the second part, for the consideration aforesaid, hereby releases, and agrees to release and to hold harmless and keep indemnified, the said party of the first part, of and for all damages, actions, claims, and suits, on account of any and every injuries, loss and damages heretofore referred to, if any occurs or happens."

The injury complained of is thus charged in the complaint "that while said hogs were in the care, custody, and possession of appellants, and while on her cars, and upon her said railroad, by reason of the insecure and insufficient doors, shutters, slides, and windows of defendant's cars, and the fastenings thereto, and by reason of the want of care and diligence of defendant in safe keeping, securing, carrying, transporting, and ship-

ping said hogs, six of them escaped from said defendant's cars, through the insufficiency of the fastenings of the doors, shutters, slides, and windows aforesaid, and defendant's negligence."

The second paragraph of the answer sets up the special contract, and that the hogs were loaded and transported in pursuance thereof, under the direction and control of the plaintiff, the company furnished the cars and necessary laborers. A demurrer was sustained to this paragraph of the answer.

A trial was had under the general denial; finding for the plaintiff; motion for a new trial overruled.

The evidence shows that the hogs were shipped under this contract; that they were loaded by an agent of the plaintiff, who accompanied them to Buffalo; that the six hogs probably escaped through a little window that was open at the end of the upper deck of one of the cars; that after the escape of one of the hogs, the agent of the plaintiff told the conductor to fix the window, but he did not do it, and the agent fixed it himself.

It is claimed that under the contract the appellant is not liable for this loss.

In *Lee vs. Marsh*, 43 Barb., 102, there was an express stipulation against liability for loss "that may happen from any other cause than the wilful negligence or fraud of said receiver or his agents." In the case at bar there is no such provision. It is true, that the language of the contract is broad enough to cover loss from any cause whatever; but in *The Michigan Southern and Northern Indiana R. R. Co. vs. Heaton*, at this term, after a careful examination of the subject, this Court came to the conclusion, that a contract as broad in its terms as the one under consideration, did not cover liability for loss occasioned by ordinary negligence. Indeed, it is held in that case, that a common carrier can not contract against liability for loss from his own ordinary negligence; that such a condition is void as against public policy.

The railroad company had the exclusive possession and management of the cars in their transit: the shipper was to load and unload, but this did not include the time embraced in operating the train in the course of transportation, during that time, in the very nature of things, the company controlled it. The evidence shows a case of want of ordinary care on the part of the agents of the railroad company. The Court committed no error in sustaining the demurrer to the second paragraph of the answer, or in overruling the appellant's motion for a new trial.

Judgment affirmed.

A party of engineers belonging to the Kansas and Galveston railway are now running an experimental line through the Indian nation, on the south side of the Arkansas river, in the direction of Fort Smith. The line leaves the Texas railroad at a point twenty miles south of Fort Gibson, on Butler's creek, and crosses the Canadian six miles above its mouth. The route is believed to be entirely practicable—the San Bois mountains being the only obstacles, and they are not difficult to overcome.

Robert Garrett, Esq., of Baltimore, has been elected President of the Virginia Valley Railroad Company.

The Public Debt Statement.

The following is a recapitulation of the public debt statement October 31, 1870:

DEBT BEARING COIN INTEREST.

| | |
|---------------------------|------------------|
| Five per cent. bonds..... | \$219,107,300 00 |
| Six per cent. bonds..... | 1,731,562,900 00 |

| | |
|-----------------------|--------------------|
| Total..... | \$1,950,670,200 00 |
| Accrued interest..... | 48,817,662 74 |

DEBT BEARING INTEREST IN LAWFUL MONEY.

| | |
|------------------------------------|-----------------|
| Three per cent. certificates | \$45,070,000 00 |
| Navy Pension fund 3 per cent. | 14,000,000 00 |

| | |
|------------|-----------------|
| Total..... | \$59,070,000 00 |
|------------|-----------------|

| | |
|----------------|------------|
| Interest | 575,560 02 |
|----------------|------------|

| | | |
|----------------------------------|-----------------------------|----------------|
| Debt on which interest has | ceased since maturity | \$8,893,117 35 |
|----------------------------------|-----------------------------|----------------|

| | |
|----------------|--------------|
| Interest | \$445,657 96 |
|----------------|--------------|

DEBT BEARING NO INTEREST.

| | |
|-------------------------------------|------------------|
| Demand and legal tender notes | \$356,102,821 00 |
|-------------------------------------|------------------|

| | |
|---------------------------|---------------|
| Fractional currency | 39,289,798 89 |
|---------------------------|---------------|

| | |
|--------------------------------------|---------------|
| Certificates of gold deposited | 18,666,500 00 |
|--------------------------------------|---------------|

| | |
|------------|------------------|
| Total..... | \$409,058,614 89 |
|------------|------------------|

| | |
|-------------------------------|--------------------|
| Total amount outstanding..... | \$2,422,191,932 24 |
|-------------------------------|--------------------|

| | |
|---------------------|---------------|
| Total interest..... | 49,588,890 72 |
|---------------------|---------------|

AMOUNT IN TREASURY.

| | |
|------------|------------------|
| Coin | \$108,181,073 48 |
|------------|------------------|

| | |
|----------------|---------------|
| Currency | 26,815,388 93 |
|----------------|---------------|

| | |
|------------|------------------|
| Total..... | \$129,946,457 41 |
|------------|------------------|

| | |
|------------------------------------|--------------------|
| Debt less amount in Treasury | \$2,341,784,355 55 |
|------------------------------------|--------------------|

| | | |
|------------------------------------|----------------------|------------------|
| Debt less amount in Treasury | October 1, 1870..... | 2,346,918,652 28 |
|------------------------------------|----------------------|------------------|

| | | |
|--|-------------|----------------|
| Decrease of debt during the past | month | \$5,129,296 78 |
|--|-------------|----------------|

| | |
|--|------------------|
| Decrease of debt since March 1st, 1869 | \$183,678,904 46 |
|--|------------------|

| |
|---|
| Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money: |
|---|

| | |
|--------------------------|-------------------------------------|
| Amount out-standing..... | Accrued interest, not yet paid..... |
|--------------------------|-------------------------------------|

| | | |
|--------------------|--------------|--------------|
| Union Pacific..... | \$27,236,512 | \$544,730 24 |
|--------------------|--------------|--------------|

| | | |
|--|-----------|------------|
| Kansas Pacific, late Union Pacific, Eastern division | 6,308,000 | 126,060 00 |
|--|-----------|------------|

| | | |
|-----------------------------|-----------|-----------|
| Sioux City and Pacific..... | 1,628,320 | 32,566 40 |
|-----------------------------|-----------|-----------|

| | | |
|----------------------|------------|------------|
| Central Pacific..... | 25,881,000 | 517,620 00 |
|----------------------|------------|------------|

| | | |
|--|-----------|-----------|
| Central Branch Union Pacific—assignees of Atchison and Pike's Peak | 1,600,000 | 32,000 00 |
|--|-----------|-----------|

| | | |
|----------------------|-----------|-----------|
| Western Pacific..... | 1,970,000 | 39,400 00 |
|----------------------|-----------|-----------|

| | | |
|--------------|--------------|----------------|
| Totals | \$64,618,882 | \$1,292,876 64 |
|--------------|--------------|----------------|

| | |
|--------------------------------------|----------------|
| Interest paid by United States | \$8,815,845 49 |
|--------------------------------------|----------------|

| | |
|---|--------------|
| Interest repaid by transportation of mails, etc. | 2,412,683 12 |
|---|--------------|

| | |
|---|--------------|
| Balance of interest paid by United States | 6,402,662 37 |
|---|--------------|

The contract for building the extension of the Portsmouth, Great Falls and Conway Railroad, from Union Village to West Ossipee, a distance of twenty-eight miles, has been awarded to Mr. George F. Hitchings of Portland. Work upon it is to be begun as soon as possible.

The equity case, the Kennebec and Portland Railroad Company *v.* the Portland and Kennebec Railroad Company, on trial in Augusta, Me., has been decided in favor of the defendants, dismissing the bill, and thus affirming the right of the new company to the road.

Pittsburgh and Connellsville Railroad.

The track from the western end of the Pittsburgh and Connellsville Railroad has reached Indian Creek, a point eight miles east of Connellsville. The bridge abutments over the creek are completed and the workmen are now engaged placing the superstructures on them. There the track will be delayed a short time owing to the two sections immediately east of the creek not being ready for it yet. By the first of January next the track will have a clear course as far up as Brook Tunnel (thirty-one or thirty-two miles east of Connellsville,) where they have a temporary line surveyed over the tunnel to enable them to move on irrespective of the completion of the tunnel. This track is of very light work and only one mile and a half in length, being at a grade of one hundred and eighty-five feet to the mile. Mr. Hoblitzel, the contractor, has been granted one month longer time to try and push the work in the tunnel, when, if he has not advanced with it sufficiently to ensure its completion in the proper time, he has agreed to place a large force on the temporary line, and get it ready at once. He has three hundred feet of heading and six hundred feet of bottoming to take out yet, but by a proper use of his time he may yet complete it. E. D. Yutzy & Co., have section 87 ready for the track, and will finish 86 in two weeks. They have now taken sections 93, 94, 108 and 104 off the hands of the Canadian Company, who had more than they could manage to put a sufficient force on. Major Yutzy has all four of the sections well manned, and is pushing the work vigorously. Patrick Keating has finished section 108. The President and Chief Engineer passed over the line recently, and were much pleased with the progress of the work. They say the cars will run through by the 1st of March next without fail. They have six million dollars raised for the Western extension, and will let eighty miles of it early in the spring of '71. The branch roads along the line are progressing rapidly.—*Cumberland Times, Nov. 5.*

West Wisconsin Railway Co.

The present position of the West Wisconsin Railway Co. may be briefly stated.

The company has been running over their road the past month regular trains, daily, on ninety miles of the one hundred and ten (110) miles now completed. There is graded and ready for iron about twenty more which will be shortly completed. After 1st December next there will remain only thirty four miles to build to complete the whole road which is all under contract for grading and to be finished by June next, some work upon which has already been done. The iron for the balance of the road has lately been bought on favorable terms, so favorable as not to require any bond sales in the present stagnant market, nor until six months after the track is finished and opened, which opening will take place next summer. The net receipts on the ninety (90) miles in service are about equal to the interest on the bonds sold, and the debt of the company.

The Hon. Hugh McCulloch, late Secretary of the Treasury, and Mr. John H. Puleston sailed in the Scotia on the 8th inst., for the purpose of establishing an American banking house in London, under the firm of Jay Cooke, McCulloch & Co.

Two additional tracks are to be built along the line of the Boston and Albany Railroad, and the work will probably be begun in the spring.

MOBILE AND MONTGOMERY RAILROAD COMPANY EIGHT PER CENT. FIRST MORTGAGE BONDS. PRINCIPAL AND INTEREST PAYABLE IN GOLD. ENDORSED BY STATE OF ALABAMA.

We offer the above-named Bonds for sale, and, for the following reasons, confidently recommend them as a most desirable investment.

1. THEY ARE A FIRST MORTGAGE UPON A ROAD ALREADY COMPLETED, THOROUGHLY EQUIPPED AND IN SUCCESSFUL OPERATION. The object in placing this Mortgage upon the Road, and of selling these Bonds, is to build an extension of 15 miles from Tensas, the present terminus, into the City of Mobile, which connection is now made by boat. This extension will give entire through Rail connection to Mobile and New Orleans, thus saving the cost and trouble of steamboat service, and delay of breaking bulk both at Tensas and Mobile. The Road, including 15 miles extension, is 182 miles long.

2. THE MORTGAGE IS AT A LOWER RATE PER MILE THAN ANY SIMILAR BOND NOW OFFERING, being for little over \$18,000 per mile—less than the Iron and Rolling Stock are actually worth. The cost of the Road is over \$30,000 per mile.

3. The Road forms the only railroad connection between Montgomery, the capital of the State of Alabama, and Mobile, its chief commercial city, making it exactly the Hudson River Railroad of Alabama, besides being a link in the great through-coast line between New Orleans, Mobile, Montgomery, Savannah, Charleston, Richmond and New York, or the interior line between the same points, via Augusta, Charlotte and Danville.

4. The Net Earnings of the Road have regularly increased at the rate of about 20 per cent. per annum since the organization in 1867, and are now much more than enough to pay the interest upon all the bonds authorized to be issued, more than one-half of which are in the hands of the Company. These earnings will be largely increased upon the completion of the Mobile and New Orleans Road, which is to be opened for through travel in about four weeks, and probably more than double upon completion of proposed extension of 15 miles.

5. They are indorsed by the State of Alabama, whose high credit is well known, her 8 per cent. currency bonds now selling at par.

6. They bear 8 per cent. interest, both principal and interest payable in Gold, interest payable semi-annually in the City of New York in May and November.

7. OVER ONE MILLION OF THESE BONDS ARE ALREADY PLACED—a single well-known and careful investor (Judge Onderdonk, of Long Island,) after personal examination of the Road and its resources, taking \$100,000 as a permanent investment, and Executors of Estates and Banking Institutions investing in amounts of from \$20,000 to \$50,000 each.

8. Only \$450,000 are on the market. These are offered by the undersigned at the low price of 96 and accrued interest, in currency.

SOUTTER & CO.,

No. 53 WILLIAM-ST.

DREXEL, WINTHROP & CO.

No. 18 WALL-ST.

Portsmouth, Great Falls and Conway R. R.

The Portsmouth, Great Falls and Conway Railroad has been leased to the Eastern Railroad Company, on such terms that the stockholders of the Portsmouth, Great Falls and Conway Railroad are to receive at all times the same dividends that are paid to the stockholders of the Eastern Railroad Company and the Eastern Railroad in New Hampshire; and, with the understanding, also, that the new stock to be issued to provide means for extending the Portsmouth, Great Falls and Conway Railroad should be offered at par to the stockholders of the Eastern Railroad Company and Eastern Railroad in New Hampshire. It has been voted to issue new stock of the Portsmouth, Great Falls and Conway Railroad, to be distributed at par to the stockholders of the Eastern Railroad Company, and the Eastern Railroad in New Hampshire, in the proportion of one share in the said stock to eight shares of the stock of the Eastern Railroad Company and of Eastern Railroad in New Hampshire, held by said stockholders respectively.

Nashua and Rochester Railroad.

The Directors of the Nashua and Rochester Railroad Corporation held a meeting in Boston on the 5th inst., and organized by choosing Hon. Thos. H. Kinnicut of Worcester President, and Hon. A. H. Dunlap of Nashua Clerk. T. W. Hammond, Esq., of Worcester, was chosen Treasurer, and Thos. H. Kinnicut of Worcester, J. D. Otterson of Nashua, Chas. H. Waters of Groton, C. W. Smith, E. B. Stoddard and C. S. Turner of Worcester, N. V. Whitehouse of Rochester and T. J. Melvin of Chester, were chosen a Financial and Executive Committee. It is the determination of the Directors to make a thorough survey of the road at once, with a view of putting the whole line under contract at the earliest practical moment. With the well-known business capacity of the Directors, together with the railroad experience of many of them, the public can rest assured that this important link in the great chain of railroads between the East and West will be supplied at no distant day.

The *Philadelphia Ledger* says that the Lehigh Valley Railroad Company have just consummated an important arrangement with the Erie Railway Company by the laying of a third rail on both tracks of the latter road, which is of broad gauge, from Waverly, which is the present terminus of the Lehigh Valley road, north, to Elmira, a distance of some eighteen miles. The laying of the third rail is completed, and the Lehigh Co. will in future ticket passengers and deliver freight through to Elmira instead of Waverly as hitherto.

The incorporators of the proposed Wolfborough Railroad held a meeting at Wolfborough, N. H., recently and made choice of the following board of directors: John M. Brackett, Joseph L. Avery, John L. Peavy, Joseph Varney, Charles W. Thurston, Joseph W. Goodwin, Alphonso H. Rust. At a subsequent meeting of the directors John M. Brackett was chosen President, John L. Peavy Secretary, and Joseph L. Avery Treasurer.

The contract for constructing the Indiana North and South Railway has been let to Chamberlain, Matthews & Co., of Lalown, Ohio. The same firm have taken the contract to build the New Albany and St. Louis Air Line Road.

Railroad from York to Gettysburg.

The building of a railroad from York to Gettysburg direct is beginning to be agitated with decided earnestness. It is said by the *Gettysburg Sentinel* that parties abroad will furnish a large proportion of the means—probably two-thirds—if the people of York and Gettysburg and along the route will subscribe the balance, that is, Gettysburg to take \$25,000 of the stock, York from \$50,000 to \$75,000, and between the two points about the same as the latter, the estimated cost of the road being \$450,000. A project of so much importance, says the *Sentinel*, cannot but command general attention, and it is not doubted that our people will give it the most prompt and liberal aid in their power.

Martinsburg and Potomac Railroad.

The board of supervisors of Berkeley, in response to the voice of a large public meeting, has formally acceded to the terms of the contract between the above company and the Cumberland Valley, or Pennsylvania Central. The contract, in detail, we have not yet seen, but the gist of the change is that Berkeley subscribes as a stockholder and the Pennsylvania contribution stands as a loan. Immediate steps are to be, or have been, taken for the construction of the road as far as Martinsburg. Its extension this way will depend on the action of the people of Frederick. Finished only to Martinsburg, the work will be incomplete. It must come to Winchester, and we hope without avoidable delay.—*Winchester (Va.) News.*

There was no sale of the interest of the State of Tennessee in the fourteen delinquent railroads, offered by auction at the State Capital on the 8th inst., there being no bidders.

To Railroad Contractors.

PROPOSALS will be received at the office of THE NATIONAL RAILWAY COMPANY, No. 109 South Third st., Philadelphia, until and including the 25TH DAY OF NOVEMBER, 1870, for the CONSTRUCTION of the NATIONAL RAILWAY, extending from the City of Philadelphia, to Yardleyville, on the Delaware River; and the MILLSTONE AND TRENTON RAILROAD and certain other railroads connecting therewith, and forming with said connections a continuous line from the City of Philadelphia to the Hudson River, opposite the City of New York.

Plans and Specifications may be had and examined at the office of the NATIONAL RAILWAY COMPANY, and also at the office of J. B. CULVER, Engineer, No. 28 Montgomery st., Jersey City, on and after the 10th of November.

The Company reserves the right to reject any and all bids.

ROBERT R. CORSON, Secretary.
HENRY M. HAMILTON,
MATTHEW BAIRD,
JACOB RIEGEL,
A. S. LIVINGSTON,
CHARLES W. DUPUY, Committee.

OFFICE OF GIBSON, BEADLESTON & CO.,
50 EXCHANGE-PLACE, NEW YORK, Nov. 7, 1870.
THE COPARTNERSHIP heretofore existing between
the undersigned, under the firm name of GIBSON,
BEADLESTON & CO., is this day dissolved by mutual
consent. Either partner will sign in liquidation.

WM. AUGUSTUS GIBSON,
WM. H. BEADLESTON,
HENRY N. TITUS.

50 EXCHANGE-PLACE, NEW YORK, Nov. 7, 1870.
THE undersigned have this day entered into COPART-
NERSHIP under the firm name of GIBSON, CASA-
NOVA & CO., and will continue the business of the late
firm of GIBSON, BEADLESTON & CO., as Bankers and
Brokers.
* WM. AUGUSTUS GIBSON.
* Member New York Stock Exchange and New York
Gold Exchange.
P. C. CASANOVA,
HENRY N. TITUS,
* CHAS. LOUIS FINCKE.

FOR SALE—55 and 50 pounds English Rail here, and
at New Orleans; and also to arrive at both ports.
HEYERDAHL, SCHONBERG & CO.,
32 Pine Street, New York.

NOTICE TO THE PUBLIC.

ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to wit: The monthly rental shall not be less than twenty-five thousand dollars (\$25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars (\$8,000,000) to secure the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions (\$5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars (\$500,000).

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years bona fide residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidings, engines, cars, etc., etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK,

By the Governor:
ROBERT H. ATKINSON,
Executive Secretary.

To Contractors.

SEALED PROPOSALS will be received until the 15th of November next for the grading, masonry, and bridging of the Duxbury and Cohasset Railroad from the South Shore Railroad, in Cohasset, Mass., about 18 miles, to Duxbury, Mass.

The work will be let entire or in sections, as may be desired.

The company reserves the right to reject all bids not satisfactory.

Plans, profiles and specifications may be seen at the office of the company in the depot at Cohasset, or at the office of the Old Colony and Newport Railway in Boston.

H. G. REED.

Cohasset, Mass., Oct. 27, 1870.

ENGINES, TOOLS, MACHINERY, &c.,**FOR SALE**

AT THE NOVELTY IRON WORKS,
foot of East 12th St., New York,
—Embracing ENGINES, PLANERS, LATHES,
SMITHS' and BOILER MAKERS' TOOLS, MACHI-
NERY and PATTERNS, &c., &c., of the most ap-
proved kinds. Also

5 HIGH-PRESSURE ENGINES, partly finished;
2 STEVENSON-PATENT TURBINE WATER-
WHEELS, 66-inch diameter;
and 1 MARINE BEAM ENGINE, 66 inches by 10
feet stroke.

Send for Catalogue.

JOHN S. SCHÜLTZE,
Receiver of the Novelty Iron Works.

Oct. 29, 1870.

RAILROAD IRON.

1,000 tons LTVWVI VALE.
1,000 " BAILEY BROS.
300 " EBBW VALE.
50 LBS. ERIC PATTERN. Now in yard and for sale

by
DANAS & LITCHFIELD,
49ft 18 William street.

49 Walnut St., Cinc., O.

CHEAP PAINTING.—
100 lbs. of the Proctor COMPANY'S
COLORLESS PAINT (costing \$12.50) will
paint as much as 250 lbs. of Lead,
and wear longer! For particulars,
address S. BOWEN, Sec'y., No. 150
North 4th St., Philada.
or 15 Maiden Lane, N. Y.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO
WM. J. YOUNG. WM. J. YOUNG & CO.
WM. J. YOUNG & SON,

Mathematical & Engineering
Instrument Manufacturers,
AT THEIR OLD LOCATION,
43 NORTH SEVENTH STREET,
PHILADELPHIA.

Have so increased their facilities as to believe they can in
future keep a full supply of instruments on hand.

THE Firm of WM. J. YOUNG & CO., MATHE-
MATICAL INSTRUMENT Makers, consisting of WM.
J. YOUNG & CHAS. S. HELLER, was dissolved shortly
before the death of Wm. J. Young. The undersigned,
the late Partner of said Firm, (who was with Mr. Young
continuously for 15 years), will continue in the same line of
business at No. 33 North Seventh Street, (corner of Fil-
bert).

CHARLES S. HELLER,
Philadelphia August 1, 1870.

THOMAS D. STETSON, Solicitor of American and
Foreign Patents, and Professional Expert in Patent
Cases. No. 5 Tryon Row, New York.

Y. M. 1870.

HARRISBURG FOUNDRY & CO.,

—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)
HARRISBURG, PENN.

National Spring Works,

1 Barclay St., New York.
15 La Salle St., Chicago,

MANUFACTURERS OF

RAILWAY CAR SPRINGS**MACHINISTS' TOOLS,**

such as

Lathes, Planers, Shaping and Slotting
Machines, Bolt Cutting
and Nut Tapping
Machines, &c.

W. T. HILDRUP, Treasurer.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANU-
FACTURE THE PATENT SUPERIOR COMPOSITION PADLOCK FOR
RAILROADS, STORES, &c. CIRCULARS SENT UPON APPLICATION, OR
SAMPLE LOCK SENT TO RAILROAD COMPANIES, WHEN REQUESTED.

RITCHIE & BOYDEN,
15 R. B. Avenue, Newark, N. J.,
Opposite Market St. Depot.

FOUNDRY FACINGS,

OF ALL KINDS AND SUPERIOR QUALITY.
SEND FOR CIRCULAR.

BOYD & PEASE,
508, 526 & 528 East 18th St., N. Y.

We would respectfully refer to a few firms we furnish with
our Facings:

J. B. & W. W. CORNELL, New York.
WASHINGTON IRON WORKS, Newburgh, N. Y.
WASON MFG CO., Springfield, Mass.
THE HINCKLEY & WILLIAMS WORKS, Boston, Mass.
CORLISS STEAM ENGINE CO., Providence, R. I.

AGENCY OF THE
Bank of British North America,
17 NASSAU STREET.

Demand and Time Bills of Exchange, payable in London
and elsewhere, bought and sold at current rates; also, cable
Transfers.

Demand Drafts on Scotland and Ireland, also on Canada,
British Columbia, and San Francisco. Bills collected, and
other Banking Business transacted.

JOHN PATON, ARCH. MCKINLAY, Agents.

PATTERSON'S
Patent Blacksmith's Forge

AND

PERFORATED CONICAL TUYERE.

Adapted to all Branches of Blacksmithing, and Superior
to Stone or Brick. Manufactory, corner South 6th St. and
Dunham Place, Williamsburg, L. I. Address Forge
Company, P. O. Box, 176. Send for circular.

OTIS' SAFETY HOISTING

OTIS BROTHERS & CO.,

309 Broadway, New York.

PETER W. KUMBLEL,

(Successor to WM. KUMBLEL & SON.)

MANUFACTURER OF

LEATHER BELTING,

27 Ferry St., New York.

D. N. BEARDSLEY, Wholesale Dealer in Railroad

D. Ties, Hemlock Timber, Chestnut Posts and Wood.

Office, 251 West Street, near Hubert Street, New York.

N. B.—Carries old on commission. Advances made on

consignment.

MANUFACTORY, MANHATTANVILLE, N. Y.

RAILWAY CAR SPRINGS

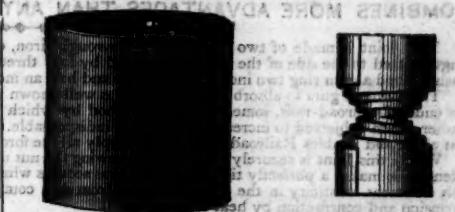
The Original Standard Volute
Buffer Spring.
Patented.—All others are Infringements.



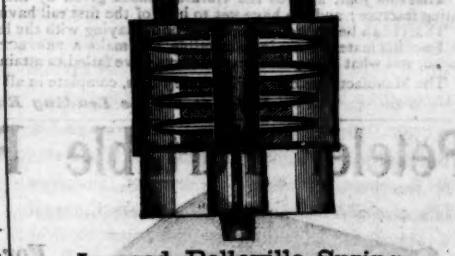
Small Rubber Centre Groupe Spiral



Large Rubber Centre Spiral.



Solid India Rubber. Double Volute
Buffer.



Incased Belleville Spring.

All Springs made by us are
WARRANTED.

All Steel and Rubber for our Springs
Manufactured by ourselves ex-
pressly for the purpose.

THE
WILLIAM BUTCHER STEEL WORKS,
 OF PHILADELPHIA, PA.

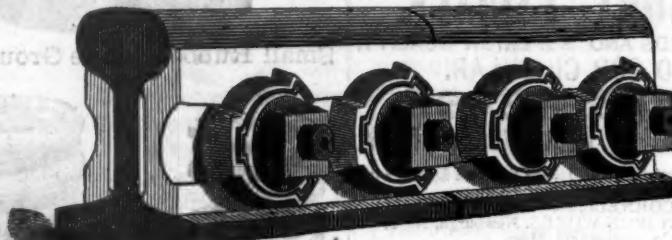
SAMUEL HUSTON, Pres't.
 WM. BUTCHER, Gen'l Supt.
 H. P. RUTTER, Sec'y & Treas.

OFFICES : { 407 Walnut St., Philadelphia.
 { 59 John Street, New York.
 { 18 Custom House St., Boston.

CRUCIBLE CAST STEEL TYRES,
 Axles, Fire Box and Boiler Plate,
 REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,
 Special Tool Steel, Shafts, and all kinds of Steel Forgings,

WILLIAM TOOTHE,
 GEN'L SALES AGENT,
 P. O. BOX 3066, NEW YORK.

**PRATT'S
 PATENT COMPENSATING FISH-JOINT,**



MADE BY

**VERREE & MITCHELL,
 IRON AND STEEL MANUFACTURERS,
 No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
 That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.
 That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

**Peteler Portable Railroad Company.
 CONTRACTORS,**

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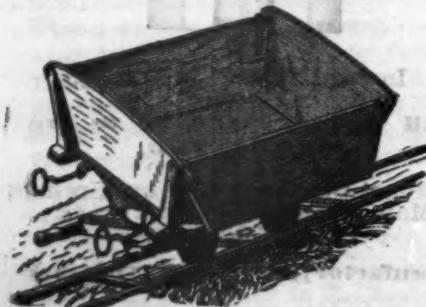
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